

# U.S. Department of Transportation Federal Aviation Administration

Washington, DC

## **Master Minimum Equipment List (MMEL)**

Revision: 49a Date: 06/29/2017

**Boeing** B727-100/200

Heather A. Ogburn, Chair Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Long Beach Aircraft Evaluation Group (LGB-AEG)
3690 Paramount Blvd., Suite 100
Lakewood, CA 90712

Telephone: (562) 627-5288 Fax: (562) 627-5281

### U.S. DEPARTMENT OF TRANSPORTATION

#### MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

REVISION NO. 49a AIRCRAFT: B727-100/200 DATE: 06/29/2017 PAGE NO. I

TABLE OF CONTENTS

	TABLE OF CONT	EIVI 3		
SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
	Cover Page		49a	06/29/2017
	Table of Contents	1	49a	06/29/2017
	Highlights of Change	II thru IV	49a	06/29/2017
	Definitions and Preamble	V	49a	06/29/2017
21	Air Conditioning	21-1 thru 18	49a	06/29/2017
22	Autoflight	22-1 thru 4	49a	06/29/2017
23	Communications	23-1 thru 17	49a	06/29/2017
24	Electrical Power	24-1 thru 3	49	06/06/2012
25	Equipment/Furnishings	25-1 thru 14	49a	06/29/2017
26	Fire Protection	26-1 thru 10	49a	06/29/2017
27	Flight Controls	27-1 thru 4	49	06/06/2012
28	Fuel	28-1 thru 18	49	06/06/2012
29	Hydraulic Power	29-1 thru 3	49	06/06/2012
30	Ice and Rain Protection	30-1 thru 13	49	06/06/2012
31	Indicating/Recording Systems	31-1	49a	06/29/2017
32	Landing Gear	32-1 thru 5	49	06/06/2012
33	Lights	33-1 thru 8	49a	06/29/2017
34	Navigation	34-1 thru 23	49a	06/29/2017
35	Oxygen	35-1 thru 3	49a	06/29/2017
36	Pneumatic	36-1 thru 5	49	06/06/2012
38	Water/Waste	38-1 thru 2	49a	06/29/2017
46	Information Systems	46-1 thru 2	49a	06/29/2017
47	Inert Gas System	47-1	49a	06/29/2017
49	Airborne Auxiliary Power	49-1 thru 2	49	06/06/2012
52	Doors	52-1 thru 8	49a	06/29/2017
56	Windows	56-1	49	06/06/2012
73	Engine Fuel and Control	73-1 thru 2	49	06/06/2012
74	Ignition	74-1	49	06/06/2012
77	Engine Indicating	77-1 thru 3	49	06/06/2012
78	Engine Exhaust	78-1 thru 3	49	06/06/2012
79	Engine Oil	79-1 thru 2	49	06/06/2012
80	Starting	80-1	49	06/06/2012

U.S. DEPARTMENT OF TRANSPORTATION								
	MAST	ER MINIMUM I	EQUIPMENT LIST					
FEDERAL AVIATION ADMINISTRATION	N							
AIRCRAFT:	REVISION NO. 49a	PAGE NO.						
B727-100/200	DATE: 06/29/2017		II					
HIGHLIGHTS OF CHANGE								

EFFECTIVE ABOVE DATE, the Boeing 727 Master Minimum Equipment List (MMEL) has been revised. The changes in this revision were made to increase flexibility and improve consistency. All changes are reflected in the Highlights of Change listed below and are indicated by revision bars. For any change affecting an ATA section, all pages in the associated ATA section are dated for the current revision.

PAGE NO.	EXPLANATION OF CHANGE
GLOBAL CHANGE	Updated entire MMEL to current template
ATA 21 AIR CONDITIONING	
-37	Sub item1) PL-31 R3 removed (if installed)
ATA 22 AUTOFLIGHT	
-01	Sub item 1) PL-93 R1
ATA 23 COMMUNICATIONS	
-03	Sub item 2) PL-106 R4
-08	Sub item 1) PL-117 R0
-12	Sub item 1) and 2) PL-120 R1
-13	Sub item 1) and 2) PL-58 R4
-17	PL-58 R4
-18	Sub item 1) b) and c) PL-9 R10
-20	Sub item 2) a) PL-9 R10
-21	Datalink System

### U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

### FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	REVISION NO. 49a	PAGE NO.
B727-100/200	DATE: 06/29/2017	III

### HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 EQUIPMENT/ FURNISHINGS	
-02	PL-47 R2
-06	Sub item 2) PL-100 R2
-12	PL-116 R2
-13	Sub item 1) and 3) a) and b) PL-79 R7
-13	Sub item 4) a) and b) PL-79 R8
-21	Sub item 1) and 2) Global Alternative Method of Compliance (AMOC) to Airworthiness Directive (AD) 74-08-09 R3
-22	Sub item 1), 2), and 3) PL-73 R5
-24	PL-104 R5
ATA 26 FIRE PROTECTION	
-15	Sub item 2) PL-24 R4
-17	Sub item 2) PL-24 R4
ATA 31 INDICATING/ RECORDING SYSTEMS	
-02	Sub item 1) PL-87 R5
ATA 33 LIGHTS	
-01	PL-77 R2
-03	Sub item 2) PL-123 R1

### U.S. DEPARTMENT OF TRANSPORTATION

#### MASTER MINIMUM EQUIPMENT LIST

#### FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 49a PAGE NO. DATE: 06/29/2017 IV

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	
-24	Sub item 1) and 2 PL-76 R5
-27	Sub item 2) and 3) PL-35 R5
-29	All PL-54 R10
-41	Sub item 4) and 5) PL-32 R7
-58	Sub item 1), 3), and 5) PL-105 R1
ATA 35 OXYGEN	
-06	PL-43 R2
ATA 38 WATER/WASTE	
-02	Sub item 2) PL-83 R5
ATA 46 INFORMATION SYSTEMS	
-01	PL-45 R0
ATA 47 INERT GAS SYSTEM	
-01	PL-118 (archived)
ATA 52 DOORS	
-14	Operator requested relief

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION		IER MINIMUM	EQUIPMENT LIST					
AIRCRAFT:	REVISION NO. 49a	PAGE NO.						
B727-100/200	DATE: 06/29/2017		V					
DEFINITIONS								

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as well as, the current FAA MMEL Policy Letter PL-70, Definitions Required in MELs, as found on the Flight Standards Information Management System (FSIMS) website.

FSIMS – Publications – MMEL Policy Letters

PREAMBLE	

For the Master Minimum Equipment List, Preamble addendum, as used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, as found on the Flight Standards Information Management System (FSIMS) website.

FSIMS – Publications – MMEL Policy Letters

AIRCRAFT:		TION ADMINISTRATIO			_	O. 49a PAGE NO. 6/29/2017 21-1	
	BIZI	7-100/200					
SYSTEM & SEQUENCE ITEM NO.  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING							
Sequence No.	Item		1	2	3	4	Chang
21-01		Conditioning Packs	-	_			Bar
		All Models Except 727-100 in Class "E" Cargo Configuration	С	2	1	(O) One may be inoperative provided altitude is limited to FL 250 or below.	
	2)	All Models Except Class "E" Configurations	С	2	0	(M)(O) One or both may be inoperative for unpressurized flight.	
	3)	727-100 All Models in Class "E" Cargo Configuration	С	2	1	<ul> <li>(O) Left pack may be inoperative provided:</li> <li>a) Right pack operates normally, and</li> <li>b) Altitude is limited to FL 250 or below.</li> </ul>	
	4)	727-200 Air Cycle Machines (ACM)	C	2	1	<ul> <li>(O) One may be inoperative provided: <ul> <li>a) Bleed air to the associated pack is not turned on at TAT above +19 degrees C,</li> <li>b) Air is not supplied to an inoperative ACM,</li> <li>c) Associated pack is operated in MANUAL with mix valve operated from ¾ full cold toward hot as required, and</li> <li>d) Ram air doors remain fully open during pack operation.</li> </ul> </li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		NAACTE		· <b>-</b>
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	il
AIRCRAFT:	B727-100/200				O. 49a 6/29/2017	PAGE NO. 21-2	
		ММ	FI T	ΔΒΙ	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR O	CATEGORY BER INSTALL NUMBER REQ	UIRED FOR DISPATCH	
21. AIR CON	IDITIONING				4. REMARKS	S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		ange
21-02	Pack Air Shutoff Valves		_			8	Bar
_,	1) All Models Except 727-100 and 727-100QF Class "E" Cargo Configuration	С	2	0		oth may be inoperative ed associated pack is operative.	
	<ol> <li>727-100 All Models in Class "E" Cargo Configuration</li> </ol>	С	2	1		stem valve may be osed provided left pack is operative.	
	3) 727-200	С	2	0	open and pac provided: a) Assoc shutof and	r both may be inoperative ck(s) may be used ciated flow control and ff valve operates normally, air is not used.	
21-03	Pack Air Flow Control Systems						
	1) 727-100 and 727-100QF Except Class "E" Cargo Configuration	С	2	0	a) Associnoper b) Refere	noperative provided: siated pack is considered rative, and ence is made to AFM rmance Data for auto-pack estem inoperative when priate.	
	2) 727-100 All Models in Class "E" Cargo Configuration	С	2	1	provided: a) Reference Perfore trip sy appropri	em may be inoperative ence is made to AFM emance Data for auto-pack estem inoperative when priate, and ack is considered erative.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATION				IO. 49a PAGE NO.	
l	B727-100/200		DAT	E: 0	6/29/2017 21-3	
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING				'	
Sequence No.	Item	1	2	3	4	Chang Bar
21-03	Pack Air Flow Control Systems (Cont'd)					
	3) 727-200	С	2	0	(M)(O) One or both may be inoperative provided an associated pack is considered inoperative.	
		С	2	0	<ul> <li>(M)(O) One or both may be inoperative provided:</li> <li>a) Associated pack may be utilized by using the override plunger on the flow control valve to open the valve, and</li> <li>b) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate.</li> </ul>	
	4) 727-200F	С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Reference is made to AFM Performance Data for auto-pack trip system inoperative when appropriate,</li> <li>b) Override plunger on flow control valve is not used, and</li> <li>c) Associated pack is considered inoperative.</li> </ul>	

SYSTEM & SEQUENCE NO.  ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  21. AIR CONDITIONING  Sequence No.   Item   1   2   3   4  21-04 Pack Trip System  1) All Models   C   2   0   (O) One or both warning light(s) may be inoperative provided associated overheat switches, duct pressure, and pack temperature gauges operate normally.  2) 727-200   C   2   1   (O) One pack trip system may be inoperative provided associated duct pressure and pack temperature gauges	AIRCRAFT:	AVIATION ADMINISTRAT B727-100/200				NO. 49a PAGE NO. 21-4
SYSTEM & SEQUENCE NO.  ITEM 1		5727 100/200	ММ			
Sequence No.   Item	SEQUENCE	ITEM		REP/	AIR ( NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
21-04 Pack Trip System  1) All Models  C 2 0 (O) One or both warning light(s) may be inoperative provided associated overheat switches, duct pressure, and pack temperature gauges operate normally.  2) 727-200  C 2 1 (O) One pack trip system may be inoperative provided associated duct pressure and pack temperature gauges operate normally and associated pack is operated as follows:  a) It is not turned on at TAT above +19 degrees C, b) It is operated with MANUAL mix valve at least % from full cold position before and after supplying bleed air, and c) Cooling doors are full open during pack operation.  21-05 Pack Cooling Fans  1) 727-100 Except Class "E" Cargo Configuration  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  2) 727-100 All Models in Class "E" Cargo Configuration  C 2 1 (M)(O) Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  3) 727-200  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.	21. AIR CO	NDITIONING		<u> </u>	<u>'</u>	
1) All Models  C 2 0 (O) One or both warning light(s) may be inoperative provided associated overheat switches, duct pressure, and pack temperature gauges operate normally.  2) 727-200 C 2 1 (O) One pack trip system may be inoperative provided associated duct pressure and pack temperature gauges operate normally and associated duct pressure and pack temperature gauges operate normally and associated pack is operated as follows:  a) It is not turned on at TAT above +19 degrees C, b) It is operated with MANUAL mix valve at least % from full cold position before and after supplying bleed air, and c) Cooling doors are full open during pack operation.  21-05 Pack Cooling Fans  1) 727-100 Except Class "E" Cargo Configuration  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  2) 727-100 All Models in Class "E" Cargo Configuration  C 2 1 (M)(O) Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  3) 727-200 C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.	Sequence No.	Item	1	2	3	4 Chang Bar
inoperative provided associated overheat switches, duct pressure, and pack temperature gauges operate normally.  2) 727-200  C 2 1 (O) One pack trip system may be inoperative provided associated duct pressure and pack temperature gauges operate normally and associated pack is operated of lows:  a) It is not turned on at TAT above +19 degrees C, b) It is operated with MANUAL mix valve at least % from full cold position before and after supplying bleed air, and c) Cooling doors are full open during pack operation.  21-05  Pack Cooling Fans  1) 727-100 Except Class "E" Cargo Configuration  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  2) 727-100 All Models in Class "E" Cargo Configuration  C 2 1 (M)(O) Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  3) 727-200  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.	21-04	Pack Trip System				'
inoperative provided associated duct pressure and pack temperature gauges operate normally and associated pack is operated as follows:  a) It is not turned on at TAT above +19 degrees C, b) It is operated with MANUAL mix valve at least % from full cold position before and after supplying bleed air, and c) Cooling doors are full open during pack operation.  21-05  Pack Cooling Fans  1) 727-100 Except Class "E" Cargo Configuration  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  2) 727-100 All Models in Class "E" Cargo Configuration  C 2 1 (M)(O) Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  3) 727-200  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.		1) All Models	С	2	0	overheat switches, duct pressure, and pack temperature gauges operate
1) 727-100 Except Class "E" Cargo Configuration  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  2) 727-100 All Models in Class "E" Cargo Configuration  C 2 1 (M)(O) Left pack cooling fan may be inoperative provided the associated pack is operated only in flight with the landing gear retracted.  3) 727-200  C 2 0 (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing		2) 727-200	C	2	1	inoperative provided associated duct pressure and pack temperature gauges operate normally and associated pack is operated as follows:  a) It is not turned on at TAT above +19 degrees C, b) It is operated with MANUAL mix valve at least % from full cold position before and after supplying bleed air, and c) Cooling doors are full open
Class "E" Cargo Configuration  C	21-05	Pack Cooling Fans				
in Class "E" Cargo Configuration  C 2 inoperative provided the associated pack is operated only in flight with the landing gear retracted.  (M)(O) One or both may be inoperative provided the associated pack is operated only in flight with the landing		Class "E" Cargo	С	2	0	provided the associated pack is operated only in flight with the landing
provided the associated pack is operated only in flight with the landing		in Class "E" Cargo	С	2	1	inoperative provided the associated pack is operated only in flight with the
		3) 727-200	С	2	0	provided the associated pack is operated only in flight with the landing

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		MASTE	ER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATION		//01/	2012	10 40-	DACENC	
AIRCRAFT:	B727-100/200	KE			IO. 49a 6/29/2017	PAGE NO. 21-5	
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALL		
NO.				3.1		UIRED FOR DISPATCH	
24 AID COA	UDITIONING				4. REMARKS	OR EXCEPTIONS	
21. AIR CON	Item	1	2	3	4		Chang
21-05	Pack Cooling Fans	•	_	3	-		Bar
21-03	(Cont'd)						
	4) 727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations	С	2	1	inoperative pr a) Associ in flight flaps r b) On air Syster emerg develon the as	pack cooling fan may be rovided: siated pack is operated only at with landing gear and retracted, and rplanes with Smoke Control m, normal, abnormal, and gency procedures are oped and used requiring isociated pack to be shut before selecting the Smoke of Switch ON.	
21-06	Cooling Fan Air Inlet Door Actuators						
1)	All Models Except     Class "E" Cargo     Configuration	С	2	0	CLOSED pro	oth may be inoperative vided associated pack(s) only in flight with flaps	
	2) 727-100 All Models in Class "E" Cargo Configuration	С	2	1	inoperative C	actuator may be LOSED or partially vided associated pack is operative.	
		С	2	1	inoperative C CLOSED pro	actuator may be LOSED or partially vided associated pack is v in flight with the flaps	
					(Continued)		

IDITIO Item Cool Door	ing Fan Air Inlet	RE\	DAT EL T	E: 0	O. 49a 6/29/2017 <b>E KEY</b> CATEGORY BER INSTALL	PAGE NO. 21-6	
IDITIO Item Cool Door	ITEM  NING  ing Fan Air Inlet	MMI 1. F	DAT EL T	E: 0	6/29/2017  E KEY  CATEGORY  BER INSTALL	21-6	
IDITIO Item Cool Door	ITEM  NING  ing Fan Air Inlet	1. F	EL T	ABL AIR (	E KEY CATEGORY BER INSTALLI		
Item Cool Door	NING ing Fan Air Inlet	1. F	REP/	AIR ( NUM	CATEGORY BER INSTALLI		
Item Cool Door	ing Fan Air Inlet	1		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
Item Cool Door	ing Fan Air Inlet	1			4. INDIVINIO	OK EXCEL HONG	
Door			2	3	4		Change Bar
(CON	· Actuators t'd)						Dai
, 7 C C	27-200 Cargo Conversions Operated in Class "E"	С	2	1	inoperative CI	LOSED provided	
Comigurations	С	2	1	inoperative CI a) Assoc in fligh b) On air Syster emerg develo the as OFF b	LOSED provided: iated pack is operated only it with flaps retracted, and planes with Smoke Control m, normal, abnormal, and pency procedures are oped and used requiring sociated pack to be shut before selecting the Smoke of Switch ON.		
,		С	2	0	door is (O) One or bo	s considered closed.	
5) 7 C	27-200 Except Class "E" Cargo	С	2	0	(O) One or bo	RTIALLY OPEN provided	
, 7 C	27-200 Cargo Conversions Operated in Class	С	2	1	PARTIALLY (	OPEN provided associated	
	4) 7 7 7 5) 7 C C C C C C C C C C C C C C C C C C	<ul> <li>727-200F and 727-200 Cargo Conversions Operated in Class "E" Configurations</li> <li>727-100 and 727-100QF</li> <li>727-200 Except Class "E" Cargo Configuration</li> <li>727-200 F and 727-200 Cargo Conversions Operated in Class "E" Configurations</li> <li>727-200 Cargo Conversions Operated in Class "E" Configurations</li> </ul>	727-200 Cargo Conversions Operated in Class "E" Configurations  C  4) 727-100 and 727-100QF  5) 727-200 Except Class "E" Cargo Configuration  C  6) 727-200F and 727-200 Cargo Conversions Operated in Class	727-200 Cargo Conversions Operated in Class "E" Configurations  C 2  4) 727-100 and 727-100QF  5) 727-200 Except Class "E" Cargo Configuration  C 2  6) 727-200F and 727-200 Cargo Conversions Operated in Class	727-200 Cargo Conversions Operated in Class "E" Configurations  C 2 1  4) 727-100 and 727-100QF  5) 727-200 Except Class "E" Cargo Configuration  C 2 0  727-200 F and 727-200 Cargo Conversions Operated in Class	727-200 Cargo Conversions Operated in Class "E" Configurations  C 2 1 (O) Either doc inoperative Ci as sociated particular inoperative.  C 2 1 (O) Either doc inoperative Ci a) Associan flight b) On air System emergy development the as OFF by Control  NOTE: With a door is  4) 727-100 and 727-100QF  C 2 0 (O) One or bot OPEN.  5) 727-200 Except Class "E" Cargo Configuration  C 2 1 Either may be PARTIALLY Opack is considered.	727-200 Cargo Conversions Operated in Class "E" Configurations  C 2 1 (O) Either door actuator may be inoperative CLOSED provided: a) Associated pack is operated only in flight with flaps retracted, and b) On airplanes with Smoke Control System, normal, abnormal, and emergency procedures are developed and used requiring the associated pack to be shut OFF before selecting the Smoke Control Switch ON.  NOTE: With an approved inlet cover, door is considered closed.  4) 727-100 and 727-100QF  C 2 0 (O) One or both may be inoperative OPEN.  T27-200 Except Closed Configuration  C 2 1 Either may be inoperative OPEN or PARTIALLY OPEN provided associated pack is considered inoperative.

IRCRAFT: B727-100/200				O. 49a PAGE NO.			
				8/29/2017	21-7		
	_			E KEY			
	1.1		PAIR CATEGORY  NUMBER INSTALLED				
ITEM		2. 1			RDISPATCH		
NDITIONING	·	<u>,                                      </u>					
Item	1	2	3	4		Chang Bar	
Pack Cooling Air Modulation System							
Pack Cooling Doors     Manual Control     System	С	2	0				
	С	2	0				
	С	2	1	than fully open provided:  a) Pack cooling door b) Pack is operated i and in flight only w gear and flaps retr c) Pack startup is ma valve set at ½ from warmer, and	is deactivated, n MANUAL vith landing racted, ade with mix n full cold or		
	С	2	1	than fully open provided a	n Automatic		
Pack Cooling Doors     Automatic Control     System	С	2	0				
	С	2	0				
	С	2	1				
	Pack Cooling Air Modulation System  1) Pack Cooling Doors Manual Control System  2) Pack Cooling Doors Automatic Control	IDITIONING  Item 1 Pack Cooling Air Modulation System  1) Pack Cooling Doors Manual Control System  C  C  2) Pack Cooling Doors Automatic Control System  C  C	Item 1 2 Pack Cooling Air Modulation System  1) Pack Cooling Doors Manual Control System  C 2  C 2  2) Pack Cooling Doors Automatic Control System  C 2	Item 1 2 3 Pack Cooling Air Modulation System  1) Pack Cooling Doors Manual Control System  C 2 0  C 2 1  C 2 1  2) Pack Cooling Doors Automatic Control System  C 2 0  C 2 1	Substitute   Sub	IDITIONING    Item	

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N				
   FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 49a	PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017	21-8	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. [		MUN		ED UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	NDITIONING			<u> </u>	1 4. INDIVIDUA	OK EXCEL HONC	
Sequence No.	Item	1	2	3	4		Change Bar
21-07	Pack Cooling Air Modulation System (Cont'd)						
	2) Pack Cooling Doors Automatic Control System (Cont'd)	С	2	1	than fully operation a) Pack of and in gear a c) Pack of valve of warmed d) Pack to	nay be inoperative other n provided: cooling door is deactivated, s operated in MANUAL flight only with landing and flaps retracted, startup is made with mix set 1/3 from full cold or er, and temperature is monitored uously.	
21-08	Pack Cooling Door Position Indicators	С	2	0	provided asso	oth may be inoperative ociated pack trip warning ock temperature gauge nally.	
		С	2	0	` '	oth may be inoperative ociated pack cooling n full open.	
21-09	Pack Cooling Air Modulation System Temperature Limit Switches	С	2	0	provided: a) Assoc indicat systen b) Manua	oth may be inoperative  iated pack temperature tor and pack trip warning n operate normally, and al operations of pack g doors are confirmed.	
		С	2	0	provided asso	oth may be inoperative ociated pack cooling n fully open during pack	
21-10	Pack Temperature Gauges	С	2	0		oth may be inoperative ociated pack trip warning tes normally.	
		С	2	0	provided asso	oth may be inoperative ociated pack cooling n fully open during pack	

AIRCRAFT:	AVIATION ADMINISTRATIO		VISIC	N NC	IO. 49a PAGE NO.	
7.11.01.01.11	B727-100/200				06/29/2017 21-9	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.		1. F		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	NDITIONING	1 .			1.	Chang
Sequence No.	Item	1	2	3	4	Bar
21-11	Air Mix Valves  1) All Models Except Class "E" Cargo Configuration(s)  2) 727-100C in Class "E" Cargo	С	2	0	(M) May be inoperative provided associated pack is considered inoperative and is not used.	
	Configuration  a) Right Valve	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is deactivated in the full cold position,</li> <li>b) Right pack operates with the valve in the full cold position for smoke removal procedure, and</li> <li>c) Left pack operates normally.</li> </ul>	
	b) Left Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Right pack operates normally, and</li> <li>b) Left pack is considered inoperative and is not used.</li> </ul>	
	3) 727-200F	С	2	1	Either Left or right valve may be inoperative provided associated pack is considered inoperative and is not used.	
21-12	Air Mix Valve Position Indicators	С	2	0		
21-13	Cabin Rate of Climb Indicator	С	1	0	May be inoperative provided all other instruments and functions of the pressurization system operate normally	
		С	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	5
21-14	Cabin Altitude Warning System	С	1	0	May be inoperative provided flight remains at or below 10,000 feet MSL.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 49a PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017 21-10	
SYSTEM & SEQUENCE	ITEM	_	REP/	AIR ( NUM	LE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0000	4. REMARKS OR EXCEPTIONS	
21. AIR CON		1 .	1 -	1 _		Chang
Sequence No.	Item	1	2	3	4	Bar
21-15	Cabin Altitude Indicator	С	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Cabin differential pressure indicator operates normally, and</li> <li>b) A chart is provided for the flightcrew to convert differential pressure to cabin altitude.</li> </ul> </li> </ul>	
		С	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
21-16	Cabin Pressure Control System					
	1) Pneumatic System					
	a) Automatic Mode	С	1	0	May be inoperative provided Manual Mode operates normally.	
	b) Manual Mode	С	1	0	May be inoperative provided Automatic Mode operates normally.	
	c) Automatic and Manual Modes	С	2	0	<ul> <li>(M)(O) Both modes may be inoperative for unpressurized flight provided:</li> <li>a) Outflow valve remains open or is removed, and</li> <li>b) Extended overwater flight is prohibited.</li> </ul>	
	2) Electric System					
	a) Automatic and/or Standby Modes	С	2	0	May be inoperative provided both Manual Modes, AC and DC, operate normally.	
	b) Automatic and Manual AC Modes	A	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Standby and Manual DC Modes operate normally,</li> <li>b) Aircraft is operated at FL 250 or below, and</li> <li>c) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MARTED MAINIMALINA EQUIDMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	B727-100/200	RE'			IO. 49a PAGE NO. 6/29/2017 21-11
	B/2/-100/200				
11.42 (40.130 U) 3200 11 (1900		_			.E KEY Category
SYSTEM &	17514		$\overline{}$		BER INSTALLED
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH
W1520510					4. REMARKS OR EXCEPTIONS
21. AIR CON		1 4	I .		Chan
Sequence No.	Och in Dansey Och tool	1	2	3	4 Chang Bar
21-16	Cabin Pressure Control System (Cont'd)				
	Electric System (Cont'd)				
	c) Standby and Manual DC Modes	A	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Automatic and Manual     AC Modes operate normally,</li> <li>b) Aircraft is operated at FL 250 or     below, and</li> <li>c) Operations are limited to not     more than 3 flight days before     repair is made.</li> </ul>
	d) All Modes	С	4	0	<ul><li>(M)(O) May be inoperative for unpressurized flight provided:</li><li>a) Outflow valve remains open, and</li><li>b) Extended overwater flight is prohibited.</li></ul>
21-17	Ground Venturi Fan	С	1	0	
24.40	Outflow/Safaty Valvas				
21-18	Outflow/Safety Valves				
	1) Pneumatic System	С	2	0	(M)(O) One or both may be inoperative provided:  a) Airplane is operated unpressurized with the inoperative valve(s) remaining open or removed, and b) Extended overwater flight is prohibited.
					(Continued)

AIRCRAFT:	AVIATION ADMINISTRATION B727-100/200	_			IO. 49a PAGE NO. 6/29/2017 21-12
	B121-100/200	BABA			
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (	LE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH
24 AID COM	NDITIONING				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 CF
21-18	Outflow/Safety Valves		_		-
21 10	Outflow Valve     (Electric System)				
	a) AC Powered Actuator System	A	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) DC Powered Actuator System operates normally,</li> <li>b) Inoperative AC System does not restrict DC System,</li> <li>c) Aircraft is operated at FL 250 or below, and</li> <li>d) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>
	b) DC Powered Actuator System	A	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) AC Powered Actuator System operates normally,</li> <li>b) Inoperative DC System does not restrict AC System,</li> <li>c) Aircraft is operated at FL 250 or below, and</li> <li>d) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>
		С	1	0	(M)(O) May be inoperative for unpressurized flight provided:  a) Outflow valve remains open, and b) Extended overwater flight is prohibited.
	<ol> <li>Safety Valves         <ul> <li>(With Electric</li> <li>Outflow Valves)</li> </ul> </li> </ol>	С	2	1	One may be inoperative closed for pressurized flight.
		С	2	0	(M)(O) One or both may be inoperative for unpressurized flight provided:  a) Outflow valve remains open, and b) Extended overwater flight is prohibited.

AIRCRAFT:	VIAI	TION ADMINISTRATIO		/ כור	)NI N	IO. 49a PAGE NO.	
	B727	<b>'-100/200</b>				6/29/2017 21-13	
			ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.		ITEM	1. F	$\overline{}$	NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	_			1 -		1.	Chan
Sequence No.	Item		1	2	3	4	Bai
21-19 ***	ка	m Air Shutoff Valve					
	1)	727-100/-100C (Except Class "E" Cargo Configuration)	С	1	0	(M)(O) May be inoperative open for left pack operation only during either pressurized or unpressurized flight.	
	2)	727-100C (Class "E" Cargo Configuration)	С	1	0	(M) May be inoperative open provided right pack operates normally.	
	3)	727-200	С	1	0	(M)(O) May be inoperative open for unpressurized flight.	
			D	1	0	(M) May be inoperative closed.	
21-20	Te	ssenger Cabin mperature Control stem					
	1)	Automatic Mode	С	1	0	May be inoperative provided Manual Mode operates normally.	
	2)	Manual Mode	С	1	0	May be inoperative provided Automatic Mode operates normally.	
	3)	Automatic and Manual Modes					
		a) Except for 727-100C in Class "E" Cargo Configuration	С	2	0	(M)(O) Both modes may be inoperative provided right pack is considered inoperative.	
		b) 727-100C in Class "E" Cargo Configuration	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Right Air Mix Valve is secured in the full cold position,</li> <li>b) Right pack operates with the valve in the full cold position for smoke removal procedure, and</li> <li>c) Left pack operates normally.</li> </ul>	
						NOTE: This item may be identified as Main Cabin Temperature Control System on all-cargo configurations.	

AIRCRAFT:	AVIATION ADMINISTRATION	_	<u>/ כור</u>	)NI N	IO. 49a PAGE NO.	
AINONAI I.	B727-100/200				6/29/2017 21-14	
		ММ	EL T	ABL	E KEY	
SYSTEM &	ITEM	1. [			CATEGORY BER INSTALLED	
NO.	I I EIVI			1.8	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
21. AIR COI	NDITIONING					
Sequence No.	Item	1	2	3	4	Chan Ba
21-21	Cabin Temperature Gauge	С	1	0		
21-22	Flight Deck Temperature Control System					
	1) Automatic Mode	С	1	0	May be inoperative provided Manual Mode operates normally.	
	2) Manual Mode	С	1	0	May be inoperative provided Automatic Mode operates normally.	
	Automatic and Manual Modes	С	2	0	(M)(O) Both modes may be inoperative provided left pack is considered inoperative.	
21-23	Forward Cargo Heat Outflow Valve	С	1	0	May be inoperative open for two pack operations only.	
		С	1	0	May be inoperative closed for all passenger operations only.	
21-24 ***	Gasper Fan	D	1	0		
21-25	Water Separator Anti-Icing Systems					
	Passenger     Configurations	С	2	1	One may be inoperative provided the other pack operates normally.	
	Class "E" Cargo     Configurations					
	a) 727-100 and 727-100QF	С	2	1	(O) Left system may be inoperative provided right pack operates normally.	
	b) 727-200	С	2	1	(O) Either left or right system may be inoperative provided the other pack operates normally.	
	3) All Models Except For Class "E" Cargo Configuration	С	2	0	(O) One or both may be inoperative provided associated pack(s) is considered inoperative.	

AIRCRAFT	AVIATION ADMINISTRATIC : B727-100/200				IO. 49a 6/29/2017	PAGE NO. 21-15	
	D/2/-100/200					21-10	
		_			.E KEY CATEGORY		
SYSTEM &		1.1			BER INSTALL	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				311		OR EXCEPTIONS	
21. AIR CO	NDITIONING						
Sequence No.	Item	1	2	3	4		Chan Bai
21-26	Cabin Differential Pressure Gauge	С	1	0	a) Cabin norma b) A chai conve	noperative provided: altitude indicator operates ally, and rt is provided to the crew to ent cabin altitude to ential pressure.	
		С	1	0		noperative provided flight is an unpressurized	
21-27 ***	Zone Control Protection System						
	727-200 Passenger and Combi Configuration	С	1	0		noperative provided alves remain closed.	
	<ol> <li>727-200 Cargo Configuration from STC</li> </ol>	С	1	0		e inoperative provided alves are deactivated	
		С	1	0	a) Zone (	e inoperative provided: Control Indicating System tes normally, and ciated valves remain d.	
21-28 ***	Zone Temperature Control Valves (727-200)	С	2	0	(M) One or bo	oth may be inoperative	
		С	2	0	` ' ' '	or both may be inoperative ally open provided a e is installed.	
		С	2	0	` ' ' '	or both may be inoperative lly open provided right pack s closed.	
21-29 ***	Zone Control Indicating System (727-200)	D	1	0			

U.S. DEPAR	RTMENT OF TRANSPORTA	TIOI	N						
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIS	Т			
AIRCRAFT:	AVIATION ADMINISTRATIO		VISIO	ON N	O. 49a PAGE NO.				
	B727-100/200		DAT	E: 0	6/29/2017 21-16				
					E KEY				
SYSTEM &		1. F		PAIR CATEGORY NUMBER INSTALLED					
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				81.1	4. REMARKS OR EXCEPTIONS				
21. AIR CON	NDITIONING		,						
Sequence No.	Item	1	2	3	В	ange ar			
21-30	Auto-Pack Trip System	С	1	0	(O) May be inoperative provided AFM performance data and procedures are followed.				
21-31	Auto-Pack Trip Armed Light	С	1	0	(O) May be inoperative provided AFM performance data and procedures are followed.				
21-32	Airflow Multiplier Bypass Valve	С	1	0					
21-33	Airflow Multiplier (727-200 Only)	С	1	0					
21-34	Ram Cooling Inlet Check Valves	С	2	0	(O) One or both may be inoperative open provided associated pack is operated only in flight with the landing gear retracted.				
21-35	Air Conditioning Ground Connection Check Valve								
	1) All Configurations	D	1	0	(M) May be inoperative closed for pressurized flight.				
	All Passenger     Configurations Only	С	1	0	(O) May be inoperative open provided flight is conducted in an unpressurized configuration.				
21-36	Outflow Valve Position Indicator	С	1	0					

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 49a PAGE NO.
l l	3727-100/200				06/29/2017 21-17
MARKET AND ADDRESS OF THE PARTY					L <b>E KEY</b> CATEGORY
SYSTEM & SEQUENCE	ITEM				MBER INSTALLED
NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH
24 AID COM	IDITIONING				4. REMARKS OR EXCEPTIONS
21. AIR CON Sequence No.	Item	1	2	3	4 Change
21-37	Equipment Cooling Fan	•		3	Bar
21 37	(Or Flow Control Valve)				
	1) All Configurations Except Class "E" Cargo Configurations	C	1	0	<ul> <li>(O) May be inoperative provided: a) Icing conditions do not exist below 1,000 feet AGL (proportional window heat only),</li> <li>b) Airplane is not equipped with draw-through NI-CAD battery case (solid battery cover),</li> <li>c) Ground use of radio equipment is limited to that necessary for checkout and clearance procedures, not to exceed 30 minutes,</li> <li>d) DME and Radio Altimeter circuit breakers remain open until not more than 5 minutes prior to takeoff,</li> <li>e) Both air conditioning packs operate normally and pressurization is normal,</li> <li>f) INS is not operated,</li> <li>g) NO. 2 forward panel blower fan operates normally,</li> <li>h) Tape reproducer and proportional window heat ONLY remain off until reaching 1,000 feet AGL,</li> <li>i) Cabin and flight deck temperature is maintained at or below 75 degrees F (24 degrees C),</li> <li>j) Airplane is not operated in all-cargo Class "E" configuration,</li> <li>k) When INS provides primary attitude information, dispatch is prohibited, and</li> <li>l) Defog system operates normally.</li> </ul>

U.S. DEPAR	RTMENT OF TRANSPORTA	IOITA	V		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	B727-100/200	RE'			NO. 49a PAGE NO. 21-18
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
21. AIR CON	IDITIONING			<u> </u>	4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Chan
21-37	Equipment Cooling Fan	•		3	Bai
21-37	(Or Flow Control Valve) (Cont'd)				
	<ol> <li>No Equipment/ No Rack Cooling Fan Light</li> </ol>	С	1	0	(M) May be inoperative provided Equipment/Rack Cooling Fan operates normally.
		С	1	0	May be inoperative provided Equipment/Rack Cooling Fan is considered inoperative.
					NOTE: Light will illuminate on the ground with an inoperative Rack Cooling Fan but will extinguish in flight.
21-38	Main Cargo Smoke Control System (727-200F)	С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
21-39	Supply Duct Temperature Gauge	С	1	0	May be inoperative provided both duct overheat warning systems operate normally.
21-40	Duct Overheat Warning Systems	С	2	0	One or both may be inoperative provided the supply duct temperature gauge operates normally.

U.S. DEPAR	RTME	ENT OF TRANSPORTA	TIOI	N						
FEDERAL A	\\/I Δ ¬	ΓΙΟΝ ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IST			
AIRCRAFT:	VIA	HON ADMINISTRATIO		VISIC	ON N	O. 49a PAGE NO.				
	B727	7-100/200		DAT	E: 0	6/29/2017 22-1				
						E KEY				
SYSTEM &			1. 1	REPAIR CATEGORY  2. NUMBER INSTALLED						
SEQUENCE NO.		ITEM				NUMBER REQUIRED FOR DISPATCH				
V 1000		_				4. REMARKS OR EXCEPTIONS				
22. AUTOFL	_		4	۱ ،	١,	4	Change			
Sequence No.	Item	topilot System	1 B	1	3 0	(O) May be inoperative provided	Bar			
22-01	Au	liopilot System	В	'	U	approach minimums or operations do not require its use.				
						NOTE: Any mode which operates normally may be used.				
	1)	Disengage Switches	С	2	1	One may be inoperative provided:  a) No autopilot is used below 1,500 feet AGL, and b) Approach minimums do not require autopilot use.				
	2)	Heading Select Mode	С	1	0	May be inoperative provided manual mode and altitude hold operate normally.				
	3)	Altitude Select Mode	С	1	0	May be inoperative provided altitude alert operates normally.				
	4)	IAS Hold Mode	С	1	0					
	5)	Mach Hold Mode	С	1	0					
	6)	Aux Nav Mode	С	1	0					
	7)	VOR/LOC Mode	С	1	0	May be inoperative provided approach minimums do not require its use.				
	8)	ILS Auto Glideslope Mode	С	1	0	May be inoperative provided approach minimums do not require its use.				
	9)	G/A Mode	С	1	0	May be inoperative provided approach minimums do not require its use.				
	10	) Land Mode	С	1	0	May be inoperative provided approach minimums do not require its use.				
	11	) Elevator Servo System								
		a) Mode A or B	С	2	1	(M) Either Mode A or B may be inoperative provided autopilot will engage when operative system A or B is selected.				
		b) Mode AB	С	1	0	May be inoperative provided autoland operations are not conducted.				

AIRCRAFT	<u>AVIATION ADMINISTRATIO</u>		/ כור	)NI NI	O. 49a PAGE NO.	
AINCIALI	B727-100/200	IXL			6/29/2017 22-2	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.  22. AUTOF Sequence No.	E ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Chang
22-02	Autopilot Pitch Monitor	D	1	0	4	Bar
***	System		•	U		
22-03	DELETED				Deleted prior to Revision 27.	
22-04	Autopilot Disengaged Warning System					
	1) Lights	С	2	1		
		В	2	0	Both may be inoperative provided autopilot is not engaged.	
	2) Aural Warning	С	1	0	May be inoperative provided approach minimums do not require its use.	
22-05	DELETED				Deleted prior to Revision 27.	
22-06	Yaw Dampers (Excluding 727-100 airplanes with configurations 65DT-78001-511, 65DT-78001-513 or 65DT-78001-515 of STC ST00488SE, and excluding 727-100 airplanes with STC SA5938NM) Yaw Damper Engage Lights or Warning Flags	С	2	0	One or both may be inoperative provided:  a) AFM Limitations are complied with, and b) Switch associated with inoperative system remains OFF.  NOTE: Autopilot is inoperative when both yaw dampers are inoperative or OFF.  (O) One or both may be inoperative provided:  a) Proper motion of the rudder position indicators are verified before each departure, and b) AFM yaw damper inoperative limitations are observed.	
22-08	Yaw Damper Ground Test Circuit (727-200 Only)	С	2	0	(O) One or both may be inoperative provided proper motion of the rudder position indicators are verified before each departure.	

AIRCRAFT:		TION ADMINISTRATIC 7-100/200				IO. 49a 6/29/2017	PAGE NO. 22-3	
	5121	-100/200	ММ			.E KEY	22-3	
III.(W.1994-20-34-04) - 36-20-20-23-25			_			CATEGORY		
SYSTEM &		ITEM				BER INSTALL	ED	
SEQUENCE NO.		ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH	
110.						4. REMARKS	OR EXCEPTIONS	
22. AUTOFL	IGH	Γ				<del>,                                      </del>		
Sequence No.	Item		1	2	3	4		Chang Bar
22-09 ***	Au	tothrottle Systems	D	1	0		erative provided approach o not require its use.	
22-10 ***		P Approach Progress splay Panel						
	1)	Flare Annunciations (Arm and Capture)	С	2	0		Capture functions may be rovided autoland is not	
	2)	Glideslope Annunciations (Arm and Capture)	С	2	0	inoperative pr	Capture functions may be rovided autopilot is not e Glide Slope (G/S) during	
	3)	VOR/LOC Annunciations (Arm and Capture)	С	2	0	inoperative pr	Capture functions may be rovided autopilot is not AV/LOC Mode.	
	4)	Nav Annunciations (ARM and Capture)	С	2	0	inoperative pr	Capture functions may be rovided the autopilot is not UX NAV mode.	
	5)	Altitude Hold Annunciations	A	2	0	a) Altitud and b) Opera more	erative provided: de alert operates normally, ations are limited to not than 3 flight days before is made.	
	6)	ALT SELECT Annunciations	С	2	0	ARM ENG an	erative provided the nunciator of the ALT SEL autopilot control panel mally.	
	7)	HDG Annunciations	С	2	0	annunciator c	erative provided the ENG of the HDG Select on the trol panel operates	

AIRCRAFT:	VIATION ADMINISTRATIO B727-100/200				O. 49a 6/29/2017	PAGE NO. 22-4			
	5121-100/200	МИ			.E KEY	22-4			
					CATEGORY				
SYSTEM &	ITEN 4		2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH			
W43338434355					4. REMARKS	OR EXCEPTIONS			
22. AUTOFL	IGHT								
Sequence No.	Item	1	2	3	4	Ch <sub>i</sub>			
22-11 ***	Single Autopilot Interface Unit (AIU) (STC SA3093SO)	С	1	0	a) AIU is b) Autop from tl	e inoperative provided: deactivated, ilot is operated uncoupled he AIU, and ations do not require its			
	1) AIU Fail Annunciator	С	2	1		noperative provided perated and engaged from side.			
		С	2	0	Both may be considered in	inoperative provided AUI is operative.			

AIRCRAFT:	VIATION ADMINISTRAT		/101/	N 14C	O. 49a PAGE NO.	
	B727-100/200	KE			6/29/2017 PAGE NO. 23-1	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS			1		101
Sequence No.	Item	1	2	3	4	Chang Bar
23-01	Flight Deck Speaker System	С	1	0	May be inoperative provided procedures do not require its use.	
23-02	Passenger Address System					
	Passenger     Configuration	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and</li> <li>b) Flight attendant alerting system (audio and visual) operates normally.</li> </ul>	
		С	1	0	NOTE: Any station function(s) that operate normally may be used.  (O) May be inoperative provided:  a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
	a) Lavatory Speakers	С	-	0	NOTE: Any station function(s) that operate normally may be used.  (O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

	AIRCRAFT: B727-100/200					REVISION NO. 49a PAGE NO. DATE: 06/29/2017 23-2					
	B727	'-100/200		DAT	E: 0	6/29/2017 23-2					
			_			E KEY					
SYSTEM & SEQUENCE NO.		ITEM			MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	ł				
23. COMMU	INICA	ATIONS				4. REMARKS OR EXCEPTIONS					
Sequence No.	Item		1	2	3	4	Chang				
23-02	Sy	ssenger Address stem ont'd)					24				
	2)	Cargo Configuration (Courier/ Supernumerary Address System)	С	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restriction are established and used.	าร				
			D	1	0	May be inoperative provided procedur do not require its use.	es				
	a)	Lavatory Speakers	С	1	0	(O) May be inoperative provided alternate procedures are established and used.					
			D	1	0	May be inoperative provided procedur do not require its use.	es				
***	3)	Cockpit Volume Level Indicator	С	-	0						
***	4)	Cockpit PA Monitor/Speaker Switch	С	1	0	May be inoperative in OFF (not selected) position.					
***	5)	Cockpit PA In Use Light	С	1	0						

AIRCRAFT:	NIATION ADMINISTRATI				IO. 49a 6/29/2017	PAGE NO.				
	B727-100/200					23-3				
					.E KEY CATEGORY					
SYSTEM &		'' '		2. NUMBER INSTALLED						
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH				
NO.				50000	4. REMARKS	OR EXCEPTIONS				
23. COMMU	NICATIONS									
Sequence No.	Item	1	2	3	4	Chan Bar				
23-03	Communications System (VHF, HF, UHF)									
	Very High     Frequency (VHF)     Communication     System	D	-	-	14 CFR may is not powere Bus, Emerger Bus, or the De	s of those required by be inoperative provided it ed by the Emergency AC ncy DC Bus, Battery Direct C Transfer Bus and not emergency procedures.				
***	a) Frequency Transfer Light	С	-	0						
***	b) Frequency Transfer Switch	С	-	0						
	c) Frequency Selectors	С	-	-	•	NOTE NOTE: N				
	d) Frequency Indicators	С	-	-		NOTE NOTE: N				
					(Continued)					

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/1010	וא ואר	O. 49a	PAGE NO.	
	B727-100/200	NE.			6/29/2017	23-4	
		ММ	FLT	ΔBI	E KEY		
CVCTEM 0					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.	TT EW			3. 1		UIRED FOR DISPATCH	
23. COMMU	NICATIONS				4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
23-03	Communications	•		•	7		Bar
23-03	System (VHF, HF, UHF) (Cont'd)						
	2) High Frequency (HF) Communication System	С		1	operations that Communication provided:  a) SATCO operated b) Alternate establic c) SATCO available of flight d) If SAT over the STACO (INMA common must be available the applies required.  NOTE: SATCO backup common author	COM Voice is to be used the intended route of flight, OM Voice short codes (RSAT) or direct dial ercial numbers (IRIDIUM) to available; if not ble, prior coordination with propriate ATS (FIR) facility uired.  OM is to be used only as a p to normal HF unication unless otherwise rized by the appropriate	
		D	-	-	Any in excess	acilities. s of those required by be inoperative.	
	3) Ultra High Frequency (UHF) Communication System	D	-	-	14 CFR, and	s of those required by not powered by a may be inoperative.	

AIRCRAFT:	3727-100/200	RE\			O. 49a PAGE NO. 6/29/2017 23-5
<u> </u>	5/2/-100/200	BABA			E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR ( NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
23. COMMU	NICATIONS	1			
Sequence No.	Item	1	2	3	4
23-04	Flight Interphone System  Audio Selector Panels  1) Flight Deck Audio Selector Panels				Deleted, Revision 46. (Included in item 23-6.)
***	a) Receive/ Transmit Function of Receive/ Transmit and Intercom Switches	С	-	0	(M) May be inoperative provided:  a) A separate push-to-talk (PTT) switch operates normally at affected crew station, and b) Affected switch is electrically failed open.
***	b) Amplifiers (Panels Equipped with Dual Amplifiers)	С	-	-	One amplifier in each panel may be inoperative provided one amplifier operates normally at each required crew station.
	c) Mixer Switches (ADF, HF, NAV, MKR, VOICE, RANGE)	С	-	-	<ul> <li>(O) One switch on each audio panel may be inoperative provided: <ul> <li>a) The flight interphone function operates normally,</li> <li>b) Alternate procedures for monitoring radios and identifying stations are established and used, and</li> <li>c) Associated function operates normally at other required crew stations.</li> </ul> </li> </ul>
***	2) Other Than On Flight Deck	D	-	0	

FEDERAL AVIATION ADMINISTRATIO AIRCRAFT:			N REVISION NO. 49a			PAGE NO.	
B727-100/200			DATE: 06/29/2017			23-6	
					E KEY		
SYSTEM & SEQUENCE NO.	1. i		AIR CATEGORY NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
W4758 (418)							
23. COMMUI		Τ.		1 _		10	Change
Sequence No.	Item	1	2	3	4		Bar
23-06	Crewmember Interphone System						
	Passenger     Configuration						
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	flight deck in operate norn of the cabin b) Alternate cor procedures b	o cabin and cabin to terphone functions nally on at least 50% handsets, and mmunication between the affected ant stations are	
					NOTE: Any station f operate norm	function(s) that may be used.	
	b) Cabin to Cabin Function	В	2	0	(O) May be inoperat alternate communica between the affected stations are establis	ation procedures d flight attendant	
					NOTE: Any station f operate norm	function(s) that may be used.	
		В	-	-	least 50% of and b) Alternate corprocedures to flight attendates tablished and NOTE: Any station for any station of any statio	oin interphone erate normally on at the cabin handsets, mmunication between affected ant stations are and used.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO		/1910	A IAC	IO 49a	PAGE NO.	
B727-100/200			REVISION NO. 49a DATE: 06/29/2017			23-7	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	PAIR CATEGORY  NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH			
23. COMMUI	NICATIONS				4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
23-06	Crewmember Interphone System (Cont'd)						Bal
	Passenger     Configuration     (Cont'd)						
	c) Flight Deck to Ground Function (Airplanes Operating Under 14 CFR Part 121)	С	1	0	ground/ground may be inope a) Alterna establi b) Nose (	rphone flight deck to d to flight deck function rative provided: ate procedures are ished and used, and gear service interphone perates normally.	
		С	1	0	ground/ground may be inope a) Alterna establi b) Nose (	terphone flight deck to d to flight deck function rative provided: ate procedures are ished and used, and gear flight interphone jack tes normally.	
		В	-	0		operative provided redures are established	
	d) Flight Deck to Ground Function (All Other Aircraft Operations)	С	-	0		operative provided edures are established	
		D	-	0	May be inope do not require	rative provided procedures its use.	
					(Continued)		

AIRCRAFT:				REVISION NO. 49a			PAGE NO.	
B727-100/200			DATE: 06/29/2017				23-8	
						E KEY CATEGORY		
SYSTEM & SEQUENCE ITEM			1. [			FD		
				2. 1	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH			
NO.					4. REMARKS OR EXCEPTIONS			
23. COMMUI	VICATIO	NS						
Sequence No.	Item		1	2	3	4		Chang Bar
23-06		nember none System d)						
	2) Ca	rgo Configuration						
	a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	С	1	0	alternate, nor	noperative provided rmal, and emergency nd/or operating restrictions ed and used.	
			D	1	0	May be inope do not require	erative provided procedures e its use.	
	b)	Cabin to Cabin Function	D	1	0			
	c)	Flight Deck to Ground Function (Airplanes Operating Under 14 CFR Part 121)	С	1	0	ground/groun may be inope a) Altern establ b) Nose	erphone flight deck to ad to flight deck function erative provided: ate procedures are lished and used, and gear service interphone perates normally.	
			С	1	0	ground/groun may be inope a) Altern establ b) Nose	nterphone flight deck to ad to flight deck function erative provided: ate procedures are lished and used, and gear flight interphone jack tes normally.	
			В	-	0		noperative provided cedures are established	
	d)	Flight Deck to Ground Function (All Other Aircraft Operations)	С	-	0		noperative provided cedures are established	
			D	-	0	May be inope do not require	erative provided procedures e its use.	

AIRCRAFT:		RE			O. 49a PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017 23-9	
					E KEY	
SYSTEM &	TEN4	1.1			CATEGORY BER INSTALLED	
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH	
18101011111					4. REMARKS OR EXCEPTIONS	
	JNICATIONS		1			Change
Sequence No.	Item	1	2	3	4	Change Bar
23-07	DELETED				Deleted prior to Revision 27.	
23-08 ***	Selective Call System (SELCAL)	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	   
		D	-	0	May be inoperative provided procedures do not require its use.	
	1) Channels	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	   
		D	-	0	May be inoperative provided procedures do not require its use.	
23-09	DELETED				Deleted, Revision 29.	
23-10	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided:  a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
23-11 ***	ARINC Communications Addressing and Reporting System (ACARS)	D	1	0		
***	2) ACARS Printer	D	1	0		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINIOTRATIO		VISIO	ON N	O. 49a PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017 23-10	
		_			E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2. [		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS			1	,	
Sequence No.	Item	1	2	3	4	Change Bar
23-12	Emergency Locator Transmitter (ELT)					
***	1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	2) Fixed ELTs	A	-	0	(M) May be inoperative provided: <ul><li>a) System is deactivated, and</li><li>b) Repairs are made within</li><li>90 days.</li></ul>	
		Α	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	0	Any in excess of those required by 14 CFR may be missing.	
23-13	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
	(HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)					       
	Headset Boom     Microphones	A	-	0	May be inoperative provided:  a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
	2) Headset Earphones/ Headphones	С	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO					AGE NO. 23-11			
	B727-100/200				6/29/2017	23-11			
					E KEY CATEGORY				
SYSTEM & SEQUENCE	ITEM	1. 1	2. NUMBER INSTALLED						
NO.	I I LIVI			3.1		RED FOR DISPATCH			
22 COMMI	NICATIONS				4. REMARKS O	R EXCEPTIONS			
23. COMMU Sequence No.	Item	1	2	3	4		Chang		
						the age many line of his	Bar		
23-13	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)  (OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE)	D	-	-	regulation may b	those required by the inoperative.			
	1) Headset Boom Microphones	A	-	0	installed and b) Repairs a	ive provided: ed hand microphone is and operates normally, are made in accordance icable regulations.	       		
		D	-	0	Any in excess of regulation may b	those required by be inoperative.			
	2) Headset Earphones/ Headphones	С	-	1		ive provided associated ker operates normally.			

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 49a PAGE NO.	
	B727-100/200				6/29/2017 23-12	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3. [	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
23. COMMU	NICATIONS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
23-14	Prerecorded Passenger	С	1	0	(O) May be inoperative provided	Bar
***	Announcement System		'	U	alternate procedures are established and used.	
23-15	Cockpit Speaker Audio Integrating System (Add On System)	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated speaker isolation amplifier operates normally,</li> <li>b) Associated headset(s) receive all normal selections, and</li> <li>c) Associated headset operates normally and is worn during all operations.</li> </ul>	
23-16	Control Wheel Push-to-Talk (PTT) Switches	С	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Alternate PTT switch is installed and operates in normal communications and with oxygen mask,</li> <li>b) Alternate procedures are established and used, and</li> <li>c) Affected switch is either verified failed open or is deactivated.</li> </ul> </li> </ul>	
23-17	Flight Deck Hand Microphones	С	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	 
***	Dual Tone     Multi-Frequency     (DTMF) Telephone     Dialing Feature	D	-	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Voice Mode operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> </ul>	

FEDERAL A	VIATION ADMINISTRATIO	<u>NC</u>			MASTER MINIMUM EQUIPMENT	
AIRCRAFT:	B727-100/200	RE'			IO. 49a PAGE NO. 6/29/2017 23-13	
<u> </u>	B/2/-100/200	BABA				
MP28 SWILDE LANGE DRYGOD WOOL		_			.E KEY Category	
SYSTEM &	ITEM.				BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
W-100 (11)					4. REMARKS OR EXCEPTIONS	
23. COMMU	1	1 -		1 .		Change
Sequence No.	Item	1	2	3	4	Bar
23-18	Alerting Systems (Audio/Visual)					
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System	В	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
					NOTE: The flight deck audio alerting must always be operative.	
b)	Flight Attendant Visual Alerting System	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) PA system operates normally,</li> <li>b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul>	
					NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any visual alerting system function that operates normally may be used.	
					(Continued)	

		T OF TRANSPORT		N		MASTER I	MINIMUM EQUIPMENT I	₋IST
FEDERAL A	VIATIC	N ADMINISTRATIO	_	/1010	) N I N I	O. 49a P	AGE NO.	
	B727-1	00/200	KE			6/29/2017	AGE NO. 23-14	
			ММ	EL T	ABL	E KEY		
SYSTEM &			1. F			CATEGORY		
SEQUENCE		ITEM		2.1		BER INSTALLED		
NO.					3. ľ		RED FOR DISPATCH R EXCEPTIONS	
23. COMMU	NICATI	ONS						
Sequence No.	Item		1	2	3	4		Change Bar
23-18	(Audi (Cont 1) P	ng Systems o/Visual) 'd) assenger onfiguration						
	(C	Cont'd)  Flight Attendant Audio Alerting System	В	-	0	b) If affected is used for detector a lavatory so (visual or operates c) Alternate contacting established NOTE 1: Passen System accessi required consider Equipm (NEF).	m operates normally, d audio alerting system or lavatory smoke alerting, an alternate smoke detector alert audio) is installed and normally, and procedures for g flight attendants are ed and used.  Inger to Attendant Call (excluding wheelchair ible lavatory call system d by 14 CFR) is ered Non-Essential nent and Furnishing  dio alerting system that operates normally	
		argo Configuration			_	March 2		
	a)	Flight Deck Call Visual Alerting System	В	1	0		ive provided the flight ng system operates	
	b)	Flight Deck Call System	D	1	0	May be inoperati courier/supernun remains unoccup	nerary compartment	
						(Continued)		

AIRCRAFT:					O. 49a PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017 23-15	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
23. COMMU	JNICATIONS					
Sequence No.	Item	1	2	3	4	Chang Bar
23-18	Alerting Systems (Audio/Visual) (Cont'd)  2) Cargo Configuration (Cont'd)					
	c) Courier/ Supernumerary Visual Alerting System	В	1	0	May be inoperative provided:  a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					NOTE: Any visual alerting system function that operates normally may be used.	
	d) Courier/ Supernumerary Audio Alerting System	В	1	0	May be inoperative provided:  a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	•	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					NOTE: Any audio alerting system function that operates normally may be used.	
	Satellite Communication (SATCOM) System	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations or procedures do not require its use.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MAOTE		LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIS I
AIRCRAFT:			_		IO. 49a	PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017	23-16	
		_			E KEY		
SYSTEM &		1. 1			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				-		OR EXCEPTIONS	
23. COMMU	NICATIONS						
Sequence No.	Item	1	2	3	4		Change Bar
23-20	Handset Systems						
	Passenger     Configuration						
	a) Flight Deck	С	_	0	a) Flight comm norma b) Altern	noperative provided: deck to cabin dunication operates ally, and ate procedures are ished and used.	
		D	-	0	May be inope do not require	rative provided procedures e its use.	
	b) Cabin	В	-	-	a) 50% o norma b) Alterna proced flight a	roperative provided: of cabin handsets operate ally, and ate communication dures between the affected attendant station(s) are ished and used.	
					inop shal	operative handset at an erative flight attendant seat I not be counted to satisfy 50% requirement.	
						handset function(s) that rate normally may be used.	
	2) Cargo Configuration						
	a) Flight Deck	С	-	0	to courier/sup	rative provided flight deck pernumerary on operates normally.	
		D	-	0	May be inope do not require	rative provided procedures e its use.	
	b) Courier Supernumerary	D	-	1			
		D	-	0		rative provided numerary compartment cupied.	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		"016	<u> </u>	0.40	DAGE NO.	
AIRCRAFT:	3727-100/200	ΚΕ			O. 49a 6/29/2017	PAGE NO. 23-17	
	3/2/-100/200					25-11	
					E KEY CATEGORY		
SYSTEM &		1. 1			BER INSTALL	=n	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				31.5		OR EXCEPTIONS	
23. COMMUN	NICATIONS	,					
Sequence No.	Item	1	2	3	4		Change Bar
23-21	Datalink System	C	1	0	(O) May be in alternate proceand used.  NOTE 1: Data ADS oper  NOTE 2: Data where airsports and used.  NOTE 1: Data ADS oper  NOTE 1: Data ADS oper  NOTE 2: Data ADS oper	operative provided edures are established alink system is required for account of the conditions.  Alink must be operative never flights in RNP 4 pace are conducted.  Trative provided routine or not require its use.  Alink system is required for account of the conditions.  Alink must be operative account flights in RNP 4	
						never flights in RNP 4 pace are conducted.	

AIRCRAFT:	AVIATION ADMINISTRATIO		VISIC	ON N	O. 49 PAGE NO.	
	B727-100/200		DAT	E: 0	6/06/2012 24-1	
					E KEY	
SYSTEM &		1. H			CATEGORY BER INSTALLED	
SEQUENCE NO.	ITEM		۷. ۱		NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
	RICAL POWER	1 .	I _			Chan
Sequence No.	Item Conservators and	1	2	3	(AAVO) One reporter as CCD mouths	Bar
24-01	Generators and Constant Speed Drive Units	В	3	2	<ul> <li>(M)(O) One generator or CSD may be inoperative provided:</li> <li>a) Electrical loads are monitored,</li> <li>b) Two generators operate normally,</li> <li>c) All TRs operate normally, and</li> <li>d) One air conditioning pack fan is deactivated.</li> </ul>	
24-02	CSD Low Pressure Lights	С	3	0	Any or all may be inoperative provided the associated generator functions and indicators operate normally.	
24-03	CSD Oil Temperature Gauges	С	3	0	Any or all may be inoperative provided the associated KW/KVAR meter and generator drive low pressure lights operate normally.	
24-04	Automatic Generator Paralleling System	С	1	0	(O) May be inoperative provided manual paralleling procedures are followed.	
24-05	Generator Synchronization Lights	С	2	0	One or both may be inoperative provided auto-paralleling operates normally for parallel generator operation.	
24-06	Transformer Rectifiers	В	3	2	No.1 or No.2 TR may be inoperative provided all generators, DC busses, and essential TR operate normally.	
24-07	DELETED					
24-08	AC Voltmeter					
	Residual Voltage     Function	С	1	0		
24-09	DELETED					
24-10	DELETED					
24-11	DELETED					

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	) N N	IO. 49 PAGE NO.	
	B727-100/200				6/06/2012 24-2	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	ICAL POWER	1	ı	ı		Chang
Sequence No.	Item	1	2	3	4	Bar
24-12	Generator System Annunciator Panel	С	1	0		
24-13	DELETED					
24-14	External Power System	С	1	0		
24-15	KW/KVAR Meters					
	1) KW Meters	С	3	2	One KW meter may be inoperative provided:  a) Associated CSD oil temperature gauge operates normally, and b) All generators operate normally.	
		С	3	2	One KW meter may be inoperative for an associated inoperative generator.	
	2) KVAR Meters	С	3	0		
24-16	Constant Speed Drive Ejector Valves	С	-	-	(M)(O) One may be inoperative open provided:  a) All limit EPRS on associated engine are reduced by .03, and b) Performance limited gross weight is reduced by:  • Takeoff and landing – 2,500 lbs. (1,134 kg.).  • En route climb (one or two engines inoperative) – 4,800 lbs. (2,177 kg.).	
24-17	Essential Power Generator Selector Position	С	3	2	<ul> <li>(M)(O) One generator position may be inoperative provided: <ul> <li>a) Essential power can be provided through the two remaining generator positions,</li> <li>b) Remaining generator channels operate normally,</li> <li>c) All AC busses are paralleled, and</li> <li>d) Three-phase circuit breaker for the inoperative position is opened and secured, as prescribed by the operator's appropriate procedures.</li> </ul> </li> </ul>	

AIRCRAFT:	AVIATION ADMINISTRATIO		VISIO	N NC	NO. 49 PAGE NO.	
	B727-100/200				06/06/2012 24-3	
					LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
24. ELECTR	RICAL POWER					
Sequence No.	Item	1	2	3	4	Chan Bar
24-18	Automatic Standby Bus Transfer System (Auto Standby Switching)					
	1) Automatic Transfer Function	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Normal, abnormal, and emergency procedures are established and used for manuatransfer, and</li> <li>b) Manual transfer operates normally and is verified once each flight day.</li> </ul>	al
***	Ground Test     Function	С	1	0	(O) May be inoperative provided system integrity is verified once each flight day	
24-19	Master Warning Light (WARN) (Pilot Center Panel)	С	1	0	May be inoperative provided the essential power failure light on the F/E panel operates normally.	
24-20 ***	Standby Battery System (STC SA8821SW)					
	1) Batteries	С	2	1	<ul><li>(M)(O) One may be inoperative provided:</li><li>a) Parallel operation is deselected and</li><li>b) Operating battery is selected.</li></ul>	,
	2) Test Annunciator	С	1	0	(O) May be inoperative provided all indicators in the select switches are verified to be functioning normally prior to each departure.	
	3) Parallel Feature	С	1	0		
	4) Battery Chargers	С	2	1	One may be inoperative provided battery on the inoperative charger is considered inoperative and is not used	

AIRCRAFT:	VIATION ADMINISTRATIO B727-100/200				IO. 49a 6/29/2017	PAGE NO. 25-1	
	B/27-100/200	BABA			.E KEY	20-1	
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS	_	REP	AIR (	CATEGORY BER INSTALL NUMBER REG	ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
25-01	DELETED				Deleted prior	to Revision 33.	Dai
25-02	Megaphones	D	-	-	14 CFR may provided:  a) Inope remove cabin, b) Associor obs c) Requi	s of those required by be inoperative or missing rative megaphone is yed from the passenger ciated placard is removed scured, and ired distribution is ained.	
25-03	Rear Entrance Door Strap	С	1	0	passenger ar stay clear unt NOTE 1: Not -100 type NOTE 2: Not	erative provided a announcement is made to til the door is opened.  required for -200 series or 0 series airplanes with two el rear exits.  required for all-cargo rations.	
25-04	Crewmember Shoulder Harness (Flight Deck)				Deleted, Rev	ision 35.	

FEDERAL A	VIATION ADMINISTRATIO		/1910	A IAC	IO. 49a	PAGE NO.	
	3727-100/200	IXL.			6/29/2017	25-2	
		MM	EL T	ABL	E KEY	1	
SYSTEM & SEQUENCE NO.	ITEM ENT/FURNISHINGS	1. F	$\overline{}$	NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
25-05	Flight Attendant Seat Assembly (Single or Dual Position)  1) Required Flight Attendant Seats	В	-	-	(M)(O) One set (dual position provided:  a) Affector assembly Flight inoper either attends seat with a seat (Type the affix will not a passe made is ope NOTE 1: An a will reinop NOTE 2: A sea inop systematical sy	g type seat stows ratically or is secured in the ted position, enger seat assigned to flight lant is placarded FLIGHT ATTENDANT DNLY", and ventral door attendant's 727-100 without two I exits only) is inoperative, tentry restraint aisle strap of be used, and a nger announcement will be to stay clear until the door	Bar

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIST		
AIRCRAFT:	VI/THOIN / COMMINIOTIC TITLE		VISIO	ON N	IO. 49a	PAGE NO.			
E	3727-100/200		DAT	E: 0	6/29/2017	25-3			
		_	IMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2.1		BER INSTALL	UIRED FOR DISPATCH			
NO.				J. 1		OR EXCEPTIONS			
25. EQUIPMI	ENT/FURNISHINGS				1				
Sequence No.	Item	1	2	3	4		Change Bar		
25-05	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)								
	Required Flight     Attendant Seats     (Cont'd)				oper seat loca seat prox distr appl	vidual operators, when rating with inoperative its, will consider the itions and combinations of its to ensure that the simity to exits and ribution requirements of the licable 14 CFR are met.			
					asse fligh the a	embly is inoperative and a t attendant is displaced to adjacent seat, the adjacent must operate normally.			
	Excess Flight     Attendant Seats	С	-	-	a) Affector assemb) Foldin autom retract	noperative provided: ed seat position or seat ably is not occupied, and ag type seat stows actically or is secured in the ted position.			
					will r cons NOTE 2: A se inop syst	automatic folding seat that not stow automatically is sidered inoperative.  eat position with an perative or missing restraint em is considered perative.			
	3) All-Cargo Configuration	D	-	-		erative provided affected assembly is not occupied.			

AIRCRAFT	AVIATION ADMINISTRATI( : B727-100/200				NO. 49a PAGE NO. 25-4
	B121-100/200				
SYSTEM & SEQUENCE NO.			REP	AIR (	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
25 FOLIDA	MENT/FURNISHINGS				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Ch
25-06	Pallet Locks/Cargo Restraint Systems				
	1) Passenger Pallet Locks	С	-	-	A maximum of one per pallet may be inoperative provided:  a) Three seats in the group associated with that lock are blocked by folding and securing the backrests in a forward position, and b) If more than one lock is inoperative open, the pallet must be removed.
	2) Cargo Restraint Systems	A	-	-	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and</li> <li>b) Repairs are made prior to the completion of the next heavy maintenance visit.</li> </ul>
		С	-	-	May be inoperative or missing provided cargo compartment remains empty.
25-07	Passenger Cabin Window Shades	D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed.
25.00	"FACTEN OF AT DELT				NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.
25-08	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	С	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

TION ADMINISTRATIO 7-100/200  ITEM  TEM  TEM  TEM  THE THE TEM  THE THE TEM  THE THE TEM  THE THE TEM  THE THE TEM  THE	RE\	DAT EL T REPA	E: 00 ABL AIR (	MASTER MINIMUM EQUIPMENT I  O. 49a PAGE NO. 6/29/2017 25-5  E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Change
TEM  TEM  TEM  TEM  TEM  TEM  THE THE TEM  THE THE TEM  THE THE TEM  THE TE	MM 1. F	DAT EL T REPA 2. N	ABL AIR ( NUM 3. N	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ITEM	MMI 1. F	DAT EL T REPA 2. N	ABL AIR ( NUM 3. N	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ght Attendant ashlight olders/Flashlights  Passenger and Mixed Configurations	1. F	2. N	AIR ( NUM 3. N	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ght Attendant ashlight olders/Flashlights  Passenger and Mixed Configurations	1	2.1	3. N	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
ght Attendant ashlight olders/Flashlights  Passenger and Mixed Configurations			3. 1	4 NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
ght Attendant ashlight olders/Flashlights Passenger and Mixed Configurations		2		4. REMARKS OR EXCEPTIONS	
ght Attendant ashlight olders/Flashlights Passenger and Mixed Configurations		2	3	4	
ght Attendant ashlight olders/Flashlights Passenger and Mixed Configurations		-	3		
ashlight olders/Flashlights Passenger and Mixed Configurations	С	-	-		
Cargo Configuration				May be inoperative or missing provided the crewmember assigned to the associated position has a normally operating flashlight of equivalent lighting characteristics readily available.	
	D	-	0		
T Airstair Access anels				Deleted, Revision 39.	
ghtcrew Power Seat ljustment System	D	-	0	May be inoperative provided manual seat adjustment system operates normally.	
on-Essential quipment and ırnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
				NOTE: Exterior lavatory door ashtrays are not NEF items.	
					procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ashtrays

	VIATION ADMINISTRATIO					ER MINIMUM EQUIPMENT	Lioi
AIRCRAFT:	3727-100/200	RE			IO. 49a 6/29/2017	PAGE NO. 25-6	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR ( NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS				1		
Sequence No.	Item	1	2	3	4		Change Bar
25-13	Passenger Seat(s)	D	-	-	a) Seat of Emergy b) Seat of passe main a c) The aff and pl "DO N  NOTE 1: A seat inop  NOTE 2: Inop the I atter  NOTE 3: Affe the seat inop	erative provided: does not block an gency Exit, does not restrict any inger from access to the aircraft aisle, and ffected seat(s) are blocked lacarded IOT OCCUPY".  eat with an inoperative to belt is considered derative.  Derative seats do not affect required number of flight indants.  acted seat(s) may include seat(s) behind and/or acent outboard seats.	
	1) Recline Mechanism	D D	-	-	occupied proving the full uprions May be inope	erative and seat occupied t back is immovable in full	
	2) Underseat Baggage Restraining Bars	С	-	-	(O) May be in a) Bagga seat w bar, b) Assoc "DO N UNDE c) Procee alert c	properative provided: age is not stowed under with inoperative restraining stated seat is placarded NOT STOW BAGGAGE ER THIS SEAT", and dures are established to stabin crew of inoperative ining bar.	I

U.S. DEPARTMENT OF TRANSPORTA FEDERAL AVIATION ADMINISTRATIO					N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATI	ON ADMINI	STRATIO		/ISIC	N N	O. 49a	PAGE NO.	
E	B727-	100/200			DAT	E: 06	6/29/2017	25-7	
_							E KEY		
SYSTEM & SEQUENCE NO.		ITEM		1. F		NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
25. EQUIPMENT/FURNISHINGS				<u> </u>			,		
Sequence No.	Item			1	2	3	4		Change Bar
25-13	(Cor	,	t(s)						
	,	Armrest a) Armrest Recline Mechani		D		-	and seat occu a) Armre Emerg b) Armre passe main a c) If armi	e inoperative or missing upied provided: st does not block an gency Exit, st does not restrict any nger from access to the aircraft aisle, and rest is missing, seat is ed in the full upright on.	
		o) Armrest Recline Mechani	ism	D	1	-	occupied prov a) Armre Emerg b) Armre passe	rative or missing and seat vided: st does not block an gency Exit, and st does not restrict any nger from access to the aircraft aisle.	
	•	Seat Belt Ail Restraint Sy	•						
	ć	a) Seat Bel Bags Re by 14 Cl	quired	D	-	-		rative provided affected dand placarded CUPY".	   
	ļ	Seat Bel Bags No Required 14 CFR	ot	D	1	-		rative or disconnected belt operates normally.	

SYSTEM & SEQUENCE NO.	ITEM  ENT/FURNISHINGS  Item  Observer Seat(s)  1) Primary Observer Seat (Including Associated Equipment)		EL T	ABL AIR (	D6/29/2017 25-8  LE KEY  CATEGORY  MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Change Bar
SEQUENCE NO. 25. EQUIPM Sequence No.	ENT/FURNISHINGS  Item  Observer Seat(s)  1) Primary Observer Seat (Including Associated	1. F	2 P	AIR ( NUM 3. I	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO. 25. EQUIPM Sequence No.	ENT/FURNISHINGS  Item  Observer Seat(s)  1) Primary Observer Seat (Including Associated	1	2. 1	1.8	MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
25. EQUIPM	Observer Seat(s)  1) Primary Observer Seat (Including Associated			3	Chang
Sequence No.	Observer Seat(s)  1) Primary Observer Seat (Including Associated			3	
	Observer Seat(s)  1) Primary Observer Seat (Including Associated			3	
25-14	Primary Observer     Seat     (Including Associated)	Α	_		
	Seat (Including Associated	Α	_		
				-	May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for performance of official duties, and  b) Repairs are made within 2 flight days.
		A	-	-	May be inoperative provided:  a) Secondary observer's seat is available to the FAA inspector for performance of official duties, and  b) Repairs are made within 2 flight days.
		A	-	-	May be inoperative provided:  a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days.
					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be acceptable.
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 49a PAGE NO.	
i i	B727-100/200		DAT	E: 0	6/29/2017 25-9	
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chang
25-14	Observer Seat(s) (Cont'd)					
***	Additional Observer     Seat(s)     (Including Associated     Equipment)	D	-	0	NOTE: The pilot-in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
25-15	Flight Attendant Call System				Deleted, Revision 38. (Included in item 25-12.)	
25-16	Lower Cargo Door Barrier Curtain	С	-	0	May be inoperative or may be dysfunctional and not perform its intended function provided interior netting system is utilized to keep cargo free of cargo door.	
					See NOTE below.	
		С	-	0	May be inoperative or may be dysfunctional and not perform its intended function provided "pod" cargo containers are utilized to keep cargo free of cargo door.	
					See NOTE below.	
		С	-	0	May be inoperative or dysfunctional and not perform its intended function provided cargo compartment remains empty.	
					NOTE: Lower Cargo Door Barrier Curtain may have two torn non-contiguous ribs and/or be missing two non-contiguous support clips and still be considered to provide its intended function.	

TMENT OF TRANSPORTA	ATIOI	N				
VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIS	ST	
VIATION ADMINISTRATIO		VISIO	ON N	O. 49a PAGE NO.		
B727-100/200		DAT	E: 0	6/29/2017 25-10		
	_					
	1. F					
ITEM		2.1				
		4. REMARKS OR EXCEPTIONS				
ENT/FURNISHINGS						
Item	1	2	3	4	Change Bar	
Interior Cargo Hold Nets and Net Support Fittings	С	-	0	All may be inoperative or missing provided Lower Cargo Door Barrier Curtain is functional and operates normally.		
	С	-	0	All may be inoperative or missing provided "pod" cargo containers are utilized to keep cargo free of cargo door.		
	С	-	0	All may be inoperative or missing provided cargo compartment remains empty.		
Onboard Cargo Container System	С	1	0	(M) May be inoperative provided the system is deactivated and secured.		
Flotation Equipment (Crew and Passenger)	С	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.		
Flightcrew Seats						
1) Armrests	В	6	0	(M) May be inoperative in the up position or removed provided seat is acceptable to the affected crewmember.		
Lumbar/Thigh     Supports     Adjustments	С	-	0	May be inoperative provided seat is acceptable to the affected crewmember.		
3) Recline System	A	-	0	May be inoperative provided:  a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within three landings.		
	Onboard Cargo Container System  Flotation Equipment (Crew and Passenger)  Flightcrew Seats  1) Armrests  VIATION ADMINISTRATIO  ITEM  ENT/FURNISHINGS  Item  Interior Cargo Hold Nets and Net Support Fittings	VIATION ADMINISTRATION B727-100/200  MM ITEM  ITEM  ITEM  ITEM  Interior Cargo Hold Nets and Net Support Fittings  C  C  C  Onboard Cargo Container System  Flotation Equipment (Crew and Passenger)  Flightcrew Seats  1) Armrests  B  2) Lumbar/Thigh Supports Adjustments  C  C	REVISION DATE      MMEL T	Nation Administration	MASTER MINIMUM EQUIPMENT LI  REVISION NO. 49a DATE: 06/29/2017	

IIS DEDAR	TMENT OF TRANSPORTA	TIOI	NI					
U.S. DEPAR	TIMENT OF TRANSPORTA	VI IOI	V		MASTE	R MINIMUM EQUIPMENT	LIST	
FEDERAL A	VIATION ADMINISTRATIO	Ν						
AIRCRAFT:	7-0- 400/000	RE'			O. 49a	PAGE NO.		
<u> </u>	3727-100/200		DAI	E: 00	6/29/2017	25-11		
					E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH					
NO.			4. REMARKS OR EXCEPTIONS					
25. EQUIPMENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4		Change Bar	
25-21	Exterior Lavatory Door Ashtrays							
	Airplanes With More     Than One Exterior     Lavatory Door     Ashtray Installed	A	-	-	inoperative or	luding 50% may be missing provided repairs nin 10 calendar-days.		
		A	-	0		% may be inoperative or ded repairs are made dar-days.		
					lavato	crew and passenger ries are included in the ircraft lavatory count.		
	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be inope repairs are ma 10 calendar-d			

		NT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT I	LIST
	VIAT	TON ADMINISTRATIO				,		
AIRCRAFT:	B727	7-100/200	RE			O. 49a 6/29/2017	PAGE NO. 25-12	
			ММ	FI T	ΔRI	E KEY		
II) 750 1980-1980 14 mar   50 77 mil 1977			_			CATEGORY		
SYSTEM &			'- '			BER INSTALLI	FD	
SEQUENCE		ITEM					UIRED FOR DISPATCH	
NO.							OR EXCEPTIONS	
25. EQUIPMENT/FURNISHINGS								
Sequence No.	Item		1	2	3	4		Change Bar
25-22	Fm	nergency Medical						Dai
20 22		uipment						
	,							
	1)	<b>Emergency Medical</b>	Α	-	0		operative provided:	
		Kit (EMK) and/or				,	s sealed in a manner that	ļ
		Associated					entify it as a unit that	ļ
		Equipment					t be mistaken for a fully eable unit, and	l I
							rs or replacements are	i
							within one flight.	i
							-	·
			D	-	-		of those required by	
							be incomplete, missing, or	
						inoperative.		
	2)	First Aid Kit (FAK)	Α	_	_	(O) If more that	an one is required by	1
	,	and/or Associated					one of the required first aid	j
		Equipment					complete, missing, or	ļ
						inoperative pr		ļ
							s sealed in a manner that entify it as a unit that	
							t be mistaken for a fully	i i
							eable unit, and	i
						b) Repair	rs or replacements are	j
						made	within one flight.	
			D			Any in excess	of those required by	
				_	_		be incomplete, missing, or	
						inoperative.	oo moompioto, moomig, e.	
	3)	Automatic External	Α	-	0		complete, missing, or	ļ
		Defibrillator (AED) and/or Associated				inoperative pr		
		Equipment				,	s sealed in a manner that entify it as a unit that	l I
		Ечиристи					t be mistaken for a fully	i i
							eable unit, and	i
						b) Repair	rs or replacements are	j
						made	within one flight.	
						Any in avassa	of those required by	
			D	•	•		of those required by be incomplete, missing, or	
						inoperative.	oo moompioto, mioomy, or	

AIRCRAFT:	VIATION ADMINISTRATIO 3727-100/200				O. 49a 6/29/2017	PAGE NO. 25-13	
	5/2/-100/200					20-10	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR O		ED UIRED FOR DISPATCH OR EXCEPTIONS	
25. EQUIPM Sequence No.	ENT/FURNISHINGS	1	2	3	4	C	hang
25-23	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be a) The co access waste compa b) Proceed ensure waste to access	e inoperative provided: container is empty and the sis secured to prevent introduction into the luttment, and dures are established to e that sufficient galley receptacles are available commodate all waste that a generated on a flight.	Bar
25-24	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Limited Relief for 14 CFR Part 382 Items)	С	-		(M) May be ind a) Proced secure compa CLOSE b) Affecte closet "DO No c) Any en located compa inopera d) Affecte closet any ite permai	operative provided: dures are established to the affected bin, artment, or closet in the ED position, ed bin, compartment, or is prominently placarded OT USE", mergency equipment d in the affected artment is considered active, and ed bin, compartment, or is not used for storage of m(s) except for those mently affixed.  erhead bins, if no ons are installed, the entire ead storage compartment sidered inoperative.	

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	1		MACTE		LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	D707 400/000	RE\			O. 49a	PAGE NO.	
	B727-100/200				6/29/2017	25-14	
(D40.964.00.00.00.00.00.00.00.00.00.00.00.00.00					E KEY CATEGORY		
SYSTEM &	ITEN 4	١			BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. N		UIRED FOR DISPATCH	
W41150 V4111					4. REMARKS	OR EXCEPTIONS	
	ENT/FURNISHINGS				T.		Change
Sequence No.	Occasion and Occasion	1	2		4 (NA)(O) NA k	- in a manufacture manufacture.	Bar
25-24	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Cont'd)  (Limited Relief for 14 CFR Part 382 Items)	O			a) For no affected b) For reduced to the reduced form of the reduc	e inoperative provided: on-retractable doors, ed door is removed, otractable doors, affected is removed or secured in tracted (fully open) on, ed bin, compartment, or is not used for storage of ems except those anently affixed, ed bin, compartment, or is prominently placarded NOT USE", dures are established and to alert crewmembers and engers of inoperative bins, artments, or closets, and engers are briefed that ed bin, compartment, or is not used.  overhead bins, if no tions are installed, the re overhead bin is sidered inoperative.  emergency equipment ted in the affected bin, partment, or closet manently affixed) is lable for use.	

U.S. DEPAR	TMENT OF TRANSPORT	IOITA	N		MASTE	ER MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		= -				
AIRCRAFT:	B727-100/200	RE\			O. 49a 6/29/2017	PAGE NO. 26-1	
		ММ	EL T	ABL	E KEY	l	
SYSTEM & SEQUENCE	ITEM	_	REP/	AIR ( NUM	CATEGORY BER INSTALL		
NO.	TT EIVI			3.1		UIRED FOR DISPATCH OR EXCEPTIONS	
26. FIRE PR	OTECTION						
Sequence No.	Item	1	2	3	4		Change Bar
26-01	Engine Fire Extinguisher Discharge Lights	С	2	0			
26-02	Engine Fire Extinguisher Thermal/Discharge Discs	С	3	0	readings or of	nissing provided gauge ther acceptable procedures erify adequate charge.	
26-03	DELETED						
26-04	DELETED						
26-05	Engine Fire Detection Test System	С	1	0	inoperative procedure is	ck test feature may be rovided an alternate established to assure e system before first flight	
26-06	Engine Overheat and Fire Detection System (Kidde System)	С	6	3	•	e system (A or B) on each be inoperative.	
26-07	Portable Fire Extinguishers	D	-	-	14 CFR may provided:  a) The in is tage from it placed be mis and	s of those required by be inoperative or missing apperative fire extinguisher ged inoperative, removed a stalled location, and dout of sight so it cannot staken for a functional unit, ared distribution is ained.	

AIRCRAFT:	AVIATION ADMINISTRATIO B727-100/200				O. 49a F 6/29/2017	PAGE NO. 26-2		
	D121-100/200					20-2		
				EL TABLE KEY REPAIR CATEGORY				
SYSTEM &		1. 1			BER INSTALLEI	n		
SEQUENCE	ITEM		2. 1			IRED FOR DISPATCH		
NO.				53.4		OR EXCEPTIONS		
26. FIRE PF	ROTECTION	<u>'</u>						
Sequence No.	Item	1	2	3	4	Cha B		
26-08	Wheel Well Fire Detection System	С	1	0	a) Brakes a cool to to before so h) After take remains to avoid retracting a draggi NOTE 1: Perfore consideration and should perfore associate not not so the social socia	perative provided: are inspected and are the touch immediately starting engines, and keoff, landing gear s extended for 10 minutes I the possibility to ag a wheel overheated by ing brake.  rmance is the prime deration. When an engine t V <sub>1</sub> or later, landing gear d be retracted until mance penalties stated with gear extended of a problem.		
26-09 26-10	Fire Warning Ground Fault Detector Systems  Overheat Detection System	С	3	0		ng gear during winter tions from contaminated ays.		
	(Strut and Body)							
	Lower Aft Body     System	С	1	0	a) No bleed and	inoperative provided: d air is used the airplane, cks are considered tive.		
	Flight Deck Test     Feature	С	1	0	integrity is verifi	perative provided system ied by an approved dure once each		

FEDERAL A	VIATION ADMINISTRATIO	<u>N</u>			IVIAS I E	ER MINIMUM EQUIPMENT	
AIRCRAFT:	D707.400/000	RE'	_	_	O. 49a	PAGE NO.	
	B727-100/200				6/29/2017	26-3	
		_			.E KEY CATEGORY		
SYSTEM &		1.1			BER INSTALL	ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
NO.					4. REMARKS	OR EXCEPTIONS	
26. FIRE PR	OTECTION		_	T			la.
Sequence No.	Item	1	2	3	4		Change Bar
26-11	APU Fire Protection/Detection System	С	1	0	used provided a) APU is one elled b) A fire ground times	s used for starting of ngine only, and guard is stationed on the d adjacent to the APU at all while it is operating and for st 5 minutes following APU	
		С	1	0	May be inope used.	erative provided APU is not	
	1) APU Test Feature	С	1	0	approved pro	noperative provided an ocedure is established to y of the system.	
	<ol> <li>External Warning Horn and/or Warning Light</li> </ol>	С	1	0	entire period	erative provided, during the of APU operation, the nitored at the flight deck panel.	
26-12	APU Fire Exitinguisher Discharge Disc	С	1	0		e missing provided gauge ed to verify adequate	
		С	1	0	type bottle is	e missing provided HTL installed and integrity is eighing the bottle once by.	
		С	1	0		ne missing provided APU on/Detection System is noperative.	
		С	1	0	May be missi operated.	ng provided APU is not	
26-13	Engine Fire Detector Inoperative Lights	С	-	0			

AIRCRAFT:			RE\	VISIO	N NC	IO. 49a	PAGE NO.	
E	3727	7-100/200		DAT	E: 0	6/29/2017	26-4	
						E KEY		
SYSTEM &			1. F			CATEGORY	<b></b>	
SEQUENCE		ITEM		2. [		BER INSTALL		
NO.					3.1		UIRED FOR DISPATCH OR EXCEPTIONS	
26. FIRE PR	OTF	CTION				4. KEWAKKS	ON EXCEPTIONS	
Sequence No.	Item		1	2	3	4		Chang
26-14	⊥ Ma	nin Deck Cargo	С	-	0	(O) May be in	operative provided	Dai
20		mpartment Smoke				· ' ·	re established and used to	
		tection System					sociated compartment	
		cluding					ty or is verified to contain	
		C SA1798SO)					argo handling equipment,	
		,					st may be loaded in ULDS),	
						and/or Fly Aw	ay Kits.	
						NOTE 1: Clas	ss E cargo compartments	
							ire only the installation of	
							ke or fire detection	
						syst	ems, not suppression.	
						NOTE 2: One	erator MELs must define	
							ch items are approved for	
							usion in the Fly Away Kits	
							which materials can be	
						used	d as ballast.	
	1)	Passenger	С	1	1	Those lamps	corresponding to pickup	
	,	and Combi				•	passenger compartment	
		Configurations				may be inope	· · · · · · · · · · · · · · · · · · ·	
	2)	727 2005						
	2)	727-200F						
		a) Amplifier A	С	1	0		rative provided Amplifier B	
						operates norr	nally.	
		b) Amplifier B	С	1	0	May be inope	rative provided Amplifier A	
						operates norr	nally.	
	3)	727-100	С	1	0	Mav be inope	rative provided restrictions	
	,	(STC # SA189650					ement are observed.	
		Conversion)						
	4)	Fault(s) Indicated by	, В	_	_	Dispatch with	the "MX" indicator	
	'/	Illumination of the					permitted provided the	
		"MX" Indicator					OK" indicator remains	
		(STC ST3123SE-T				illuminated.		
		and ST1600SE-T)						
						NOTE: This is	s a fault tolerant system,	
							e unit will continue to	
				Ī	Ī			
						penon	m its intended function as	
							is the green "SYS OK"	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 49a PAGE NO.	
	B727-100/200				6/29/2017 26-5	
SYSTEM & SEQUENCE NO.  26. FIRE PR	ITEM	_	REP	AIR ( NUM	LE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
26-15	Lavatory Fire Extinguisher Systems					Dai
	Passenger     Configuration	С	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided the associated lavatory Smoke Detection System operates normally.	
		С	-	-	<ul> <li>(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded "INOPERTIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> </li> <li>NOTE: These provisos are not intended to prohibit lavatory use or</li> </ul>	
	Cargo Configuration	D	_	0	inspections by crewmembers.	1
26-16	Master Fire Warning Bell Cutout Switches	С	-	1	<ul> <li>(O) When multiple switches are installed, may be inoperative provided:</li> <li>a) One operates normally at a pilot station, and</li> <li>b) All other components of the fire warning system, both visual and aural, operate normally.</li> </ul>	

26-17  Lavatory Smoke Detection Systems 1) Passenger Configuration  C (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  2) Cargo Configuration  D - 0  26-18  Passenger Compartment Smoke Detection System (Add On System)  1) Pick Points a) Smoke Detectors C Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative. b) Flame Detectors C May be inoperative provided flame (heat) test system operates normally.	AIRCRAFT:					O. 49a PAGE NO.	
SYSTEM & SEQUENCE NO.  ITEM 1 REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  26-17 Lavatory Smoke Detection Systems 1) Passenger Configuration  C (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  2) Cargo Configuration  D - 0  26-18 Passenger Compartment Smoke Detection System (Add On System) 1) Pick Points a) Smoke Detectors b) Flame Detectors C Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative. b) Flame Detectors C May be inoperative provided flame (heat) test system operates normally.		B727-100/200		DAT	E: 0	6/29/2017 26-6	
SYSTEM & ITEM NO.  26. FIRE PROTECTION  26. FIRE PROTECTION  26-17			_				
C	SEQUENCE NO.		1. 1		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
26-17  Lavatory Smoke Detection Systems 1) Passenger Configuration  C (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  2) Cargo Configuration  D - 0  26-18  Passenger Compartment Smoke Detection System (Add On System)  1) Pick Points a) Smoke Detectors C Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative. b) Flame Detectors C May be inoperative provided flame (heat) test system operates normally.		ROTECTION					Chana
Detection Systems 1) Passenger Configuration  C (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  2) Cargo Configuration  D - 0  26-18 Passenger Compartment Smoke Detection System (Add On System)  1) Pick Points a) Smoke Detectors Detectors C Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative. b) Flame Detectors C May be inoperative provided flame (heat) test system operates normally.			1	2	3	4	Chang Bar
26-18 ***  Passenger Compartment Smoke Detection System (Add On System)  1) Pick Points  a) Smoke Detectors  C Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative.  b) Flame Detectors  C  2) Smoke Test System  C 1 0 May be inoperative provided flame (heat) test system operates normally.	26-17	Detection Systems  1) Passenger	С	-	-	smoke detection system may be inoperative provided:  a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or	
***  Compartment Smoke Detection System (Add On System)  1) Pick Points  a) Smoke Detectors  C - Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative.  b) Flame Detectors  C  2) Smoke Test System  C 1 0 May be inoperative provided flame (heat) test system operates normally.		2) Cargo Configuration	D	-	0		I
a) Smoke Detectors  C - Sensing lamps within passenger compartments occupied by passengers or flight attendants may be inoperative.  b) Flame Detectors  C  2) Smoke Test System  C 1 0 May be inoperative provided flame (heat) test system operates normally.		Compartment Smoke Detection System (Add On System)					
b) Flame Detectors C 2) Smoke Test System C 1 0 May be inoperative provided flame (heat) test system operates normally.		a) Smoke	С	-	-	compartments occupied by passengers	
(heat) test system operates normally.		b) Flame Detectors	С	_	-		
3) Flame (Heat) Test   C   1   0   May be inoperative provided smoke test		2) Smoke Test System	С	1	0		
System System operates normally.		Flame (Heat) Test     System	С	1	0	May be inoperative provided smoke test system operates normally.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	VIATION ADMINIOTRATIO		VISIO	ON N	O. 49a PAGE NO.	
E	3727-100/200		DAT	E: 06/29/2017 26-7		
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
26. FIRE PR	OTECTION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4 Change	
26-19	Lower Cargo	С	-	0	(O) May be inoperative provided	
***	Compartment Fire Detection/Suppression System			ŭ	procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDS), and/or Fly Away Kits.	
					NOTE 1: Class E cargo compartments require only the installation of smoke or fire detection systems, not suppression.	
					NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	1) Fault(s) Indicated by Illumination of the "MX" Indicator (STC ST00399LA-D,	В	-	-	Dispatch with the "MX" indicator illuminated is permitted provided the green "SYS OK" indicator remains illuminated.	
				NOTE: This is a fault tolerant system, and the unit will continue to perform its intended function as long as the green "SYS OK" indicator remains illuminated.		
	a) Display of FWD INOP and/or AFT INOP Messages	В	-	-	<ul> <li>(O) May be displayed provided: <ul> <li>a) The green "SYS OK" indicator remains illuminated, and</li> <li>b) Procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDS), and/or Fly Away Kits.</li> </ul> </li> </ul>	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MAGTE		ют.
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT LI	101
AIRCRAFT:	3727-100/200				O. 49a 6/29/2017	PAGE NO. 26-8	
		ММ	EL T	ABL	E KEY	<u> </u>	
SYSTEM &		_	REP	AIR (	CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALL	ED UIRED FOR DISPATCH	
NO.				3.1		OR EXCEPTIONS	
26. FIRE PRO	OTECTION				1		
Sequence No.	Item	1	2	3	4		Change Bar
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System (Cont'd)						
	1) Fault(s) Indicated by Illumination of the "MX" Indicator (STC ST00399LA-D, ST00765LA-D, and ST00991LA-D Only) (Cont'd)						
	b) Smoke Detectors	С	-	-	inoperative in provided the "CDU remains	MX" indicator on the CDU	
	2) Smoke Detection Channels (STC ST00387LA-D and ST01285LA)	С	4	2	(O) One chan compartment provided the cassociated co	main illuminated.  Inel for each cargo may be inoperative operative channel in the ompartment is selected and erate normally prior to each	
	a) Control panel ALARMS OFF Switch	С	1	0	master Fire W	e inoperative provided the Varning Bell cutout switch Cargo Bay Fire Protection Bell.	
					(Continued)		

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATION		\/ICI(	א ואר	IO. 49a	PAGE NO.	
	3727-100/200	IN.L			6/29/2017	26-9	
		ММ	EL T	ABL	E KEY		
SYSTEM &	ITEM	1. F		MUM	CATEGORY BER INSTALL		
NO.	II LW			3.1		OUIRED FOR DISPATCH OF OR EXCEPTIONS	
26. FIRE PR	OTECTION						
Sequence No.	Item	1	2	3	4		Chang Bar
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System (Cont'd)						
	3) Smoke Detection Loops (STC ST01742AT and ST02144AT)	С	4	2	compartment	(A or B) in each may be inoperative opposite loop is checked to hally.	
	a) DET Lights	С	4	2	be inoperative loop in the as	in each compartment may e provided the opposite sociated compartment is perate normally before re.	
	b) FAIL Lights	С	4	2	be inoperative loop in the as	in each compartment may e provided the remaining sociated compartment is perate normally before re.	
	c) Fault Panel (E & E Compartment)	D	1	0			
	d) Smoke Detectors						
	Single Optical     (Single Chamber)     Detectors	С	-	-	enclosure ma	ctor in each detector by be inoperative provided g detector enclosure is erate normally before each	
	2) Dual Sensor (Dual Chamber) Detectors	С	_	-	provided the	nber may be inoperative remaining chamber is erate normally before each	
					(Continued)		

AIRCRAFT:	NVIATION ADMINISTRATI				IO. 49a	PAGE NO.	
	B727-100/200				6/29/2017	26-10	
SYSTEM & SEQUENCE NO.  26. FIRE PR	ITEM		REP/	AIR (		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
26-19 ***	Lower Cargo Compartment Fire Detection/Suppression System (Cont'd)						Dar
	4) "FAULT" Light On Cargo Fire Flight Deck Unit (CFFU) (STC ST00089BO)	С	1	0	a) All oth illumir b) Cargo (CFM	noperative provided: ner CFFU annunciators nate during test, and o Fire Maintenance Unit U) self-test is performed o each departure.	
	a) Smoke Detectors	С	12	6		noperative provided oke detectors are not in the	
	b) Glareshield "CARGO FIRE" Annunciator	С	1	0		e inoperative provided all ciators are operative.	
	5) Smoke Detection Loops (STC ST01979AT)	С	4	2	compartment provided the associated co	for each cargo may be inoperative remaining loop in the empartment is verified to eally prior to each	
26-20 ***	Lower Cargo Compartment Fire Suppression System				Deleted, Revisitem 19.	ision 42. Combined with	

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIOI	N					
	AVIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:			VISIO	ON N	IO. 49 PAGE NO.			
	B727-100/200		DATE: 06/06/2012 27-1					
		_			E KEY			
SYSTEM &	SYSTEM &				DATEGORY BER INSTALLED			
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
1/45 (182 kg 155)					4. REMARKS OR EXCEPTIONS			
	CONTROLS		1 _	1 _	Change			
Sequence No.	DELETED	1	2	3	4 Change Bar			
27-01	DELETED							
27-02	Stabilizer Main Electric Trim Operating Light	С	1	0				
27-03	Trailing Edge Flap Position Indicating Systems (Outboard)				Deleted, Revision 38.			
27-04	DELETED							
27-05	DELETED							
27-06	Leading Edge Device Position Light System	С	2	1	(O) F/E annunciator panel lights may be inoperative provided forward instrument panel LED position indicator lights operate normally.			
27.07	DELETED	С	2	1	(O) Forward instrument panel LED position indicator lights may be inoperative provided the F/E annunciator lights are used to confirm proper LED position after each movement of the flap handle to position UP, 2 degrees, and 5 degrees as follows:  1) Flaps UP - ALL LEDs UP. 2) Flaps 2 degrees - Nos. 2, 3, 6, and 7. 3) Flaps 5 degrees - ALL Extended.			
27-07	DELETED							

AIRCRAFT: B727-100/200			N REVISION NO. 49 PAGE NO. DATE: 06/06/2012 27-2					
	B/27-100/200	NANA!				21-2		
SYSTEM 8 SEQUENCI NO.	E ITEM		REP/	AIR O		ED QUIRED FOR DISPATCH S OR EXCEPTIONS		
	T CONTROLS	1 4	2	٠	14		Chan	
27-08	Rudder Position Indicators	C	2	0	provided:  a) Rudde prope depar b) AFM y obser c) Associow provided: a) Rudde prope depar b) Associow prope depar b) Associow prope depar c) Associow prope depar c) Associow prope depar	yaw damper limitations are ved, and ciated power control unit ressure lights operate ally.  or both may be inoperative er is visually checked for r movement before each ture, ciated power control unit ressure lights operate ally, and ciated yaw damper is ed to operate normally prior ch departure using the test	Ba	
27-09	DELETED							
27-10	Elevator Position Indicators	С	2	1	•	inoperative provided dicator operates normally.		
		С	2	0	elevator is vis	be inoperative provided sually checked for proper nce each flight day.		
27-11	DELETED							
27-12	DELETED							
27-13	DELETED							
27-14	DELETED							
27-15	DELETED							

U.S. DEPAR	RTMENT OF TRANSPORTA	ATIO	N		
					MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 49 PAGE NO.
	B727-100/200				06/06/2012 27-3
		_			LE KEY
SYSTEM &		1. F	$\overline{}$		CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
	CONTROLS	1	1	1	
Sequence No.	Item	1	2	3	4 Change Bar
27-16	PCU Low Pressure Lights (A and B Systems)	С	6	3	One light on each control may be inoperative provided all other flight deck hydraulic pressure and quantity gauges, and warning lights operate normally.
27-17	Stabilizer Cruise Trim System				
	1) 727-100, 727-100QF	С	1	0	
	2) 727-200	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Altitude is limited to</li> <li>15,000 feet MSL or less,</li> <li>b) Airspeed is limited to 250 KIAS or less,</li> <li>c) Aft CG is limited to 32% MAC, and</li> <li>d) Pilot's panel is placarded to indicate airspeed and altitude limitations.</li> <li>NOTE: Autopilot pitch axis will be</li> </ul>
27-18	Stall Warning Systems	С	-	1	inoperative on all models.  (M)(O) Systems in excess of one may be inoperative provided remaining system is verified to operate normally before each departure.
	1) Vane Heater/Power Failure Light	С	1	0	May be inoperative provided:  a) Stall warning system operates normally, and b) Airplane is not operated in known or forecast icing conditions.
	Test Indicator     Rotating Card	С	-	0	(O) May be inoperative provided stall warning system operates normally.
27-19	DELETED				
27-20	Stabilizer Actuated Elevator Trim (Neutral Shift)	С	1	0	May be inoperative provided autopilot is not used below 1,500 feet AGL during approach and landing.

AIRCRAFT	<u>AVIATION ADMINISTRATI</u>		/ISIC	N NC	IO. 49 PAGE NO.				
741101041	'\_	REVISION NO. 49 PAGE NO. 27-4							
		ММ	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.		1. F	2. NUN		2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH				
27. FLIGHT	CONTROLS				4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chan			
27-21 ***	Auto Spoiler System	D	1	0	(M)(O) May be inoperative provided:  a) System is electrically deactivated, and b) AFM performance decrements are observed.	Ba			
27-22	Rudder Load Limiter System (Lower Rudder)	С	1	0	(M)(O) Low pressure mode (800 psi) may be inoperative provided:  a) Rudder load limiter circuit breaker is pulled and collared, b) Altitude is limited to 10,000 feet MSL or below, and c) Airspeed does not exceed 240 KIAS.				
		С	1	0	Low pressure mode (800 psi) may be inoperative provided:  a) System "A" (lower rudder) switch is turned off after flaps have been retracted and on before flaps are extended, and b) AFM yaw damper inoperative speed and altitude limitations are complied with.				
					NOTE: Failure to restore power to the lower rudder before approach may reduce crosswind landing capability.				
27-23	Control Wheel Trim Switches	С	2	1	Copilot's may be inoperative provided stabilizer trim system (including pilot's control wheel switch and cruise trim switch) operates normally.				
27-24	Flap Load Relief System	С	1	0	(O) May be inoperative provided flaps 40 setting is not used above landing weight of 142,500 lbs. (64,637 kg).				
27-25 ***	Stabilizer Main Trim Heater System (Add On System)	С	1	0	(M) May be inoperative provided system is deactivated and secured.	n			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATIO								
AIRCRAFT:	B727-100/200	RE'	REVISION NO. 49 PAGE NO. 28-1						
		ММ	EL T	ABL	_E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL				<u> </u>	4. KEMAKKO OK EXCEL HONO				
Sequence No.	Item	1	2	3	4 Change Bar				
28-01	Pressure Fueling System	С	1	0	(M) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the system which operates normally may be used.				
	Volumetric Top Off (VTO Units)	A	3	0	(M) May be inoperative provided:  a) An alternate means to determine fuel quantity during the fueling process is used, and  b) Operations are limited to not more than 3 flight days before repair is made.				
		С	3	0	May be inoperative provided associated fuel quantity gauge on refueling panel operates normally and is monitored during refueling.				
		С	3	0	<ul> <li>May be inoperative provided: <ul> <li>a) Associated fuel quantity gauge on flight engineer's panel operates normally,</li> <li>b) Communications procedures are established between the flight deck and the person refueling, and</li> <li>c) Fuel quantity is monitored from the flight deck during refueling.</li> </ul> </li> </ul>				
28-02	Refueling Control Panel Quantity Gauges	С	-	0	(M) Any or all may be inoperative provided an acceptable alternate procedure is used to verify fuel quantity during fueling.				
28-03	Manually Operated Defueling Valve	С	1	0	(M) May be inoperative provided it remains closed.				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MARCHED MINIMUM FOLUDATAT LIGH				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	3727-100/200		REVISION NO. 49 PAGE NO. 28-2						
		ММ	EL T	ABL	LE KEY				
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
28. FUEL				1					
Sequence No.	Item	1	2	3	4 Change Bar				
28-04	Fuel Boost Pumps (Tanks 1, 2, and 3)								
	1) All Models Except 727-100QF	С	8	-	(O) May be inoperative provided AFM Limitations are observed.				
	2) 727-100QF	A	8	-	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) AFM Limitations are observed,</li> <li>b) Continuous ignition is verified to operate normally once each flight day, and</li> <li>c) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>				
28-05	DELETED								
28-06	Fuel Boost Pump Low Pressure Warning Lights	В	-	-	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) All pumps in associated tank operate normally, and</li> <li>b) During takeoff, initial climb, and landing, the tank with the inoperative warning light is manifolded to another tank where all boost pumps operate normally.</li> </ul>				
		С	-	-	May be inoperative provided associated pump is inoperative.				
28-07	Fuel Crossfeed Manifold Valves	С	3	2	(M)(O) One may be inoperative provided the valve is secured open.				
28-08	Fuel Valve In-Transit Lights								
	1) Manifold Valve Lights	С	3	2	(M)(O) One may be inoperative provided associated valve is verified to operate normally before each departure.				
		С	3	2	(M)(O) One may be inoperative provided associated valve is locked open.				
					(Continued)				

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 49 PAGE NO.				
l		DATE: 06/06/2012 28-3					
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR D 4. REMARKS OR EXCEPTION		
28. FUEL					4. REMARKS OR EXCEPTI	ONS	
Sequence No.	Item	1	2	3	4	Cha	
28-08	Fuel Valve In-Transit Lights (Cont'd)					B.	
	Fuel Shutoff Valve Lights	С	3	2	(M) One may be inoperative proper valve operation is veri of the fire switch, start lever, engineer panel switch prior to takeoff.	fied by use or flight	
	<ol><li>Fuel Dump Valve Lights</li></ol>						
	a) 727-100/JT8D-1	С	4	0	(O) May be inoperative provious)  a) Takeoff gross weight exceed 105% of the amaximum landing we b) Performance is not described upon fuel dumping for engine(s) out procedu	does not authorized ight, and ependent r en route	
		С	4	0	(M) May be inoperative provious operations of the nozzle valve transfer capability through the system is verified once each	e and fuel e fuel dump	
	b) All Other 727 Models	С	4	0	(O) May be inoperative provious  a) Takeoff gross weight exceed maximum lan climb limit plus 1,850 (839 kg) for the 727-1727-100QF, or 2,200 kg) for the 727-200, at performance is not described by Performance is not described by engine(s) out procedure.	does not ding weight lbs. 00 and lbs. (998 nd ependent en route	
		С	4	0	(M) May be inoperative provious operation of the nozzle valve transfer capability through the system is verified once each	and fuel e fuel dump	
					(Continued)		

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		MACTE		LICT				
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIOI				
AIRCRAFT:	AIRCRAFT: B727-100/200			REVISION NO. 49 PAGE NO. 28-4							
		ММ	EL T	ABL	E KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS									
28. FUEL		<u>'                                    </u>			1						
Sequence No.	Item	1	2	3	4		Change Bar				
28-08	Fuel Valve In-Transit Lights (Cont'd)  4) Fuel Dump Nozzle										
	Valve Lights										
	a) 727-100/JT8D-1	С	2	0	a) Takeo excee maxim b) Perfor upon f	be inoperative provided:  off gross weight does not d 105% of the authorized num landing weight, and mance is not dependent fuel dumping for en route e(s) out procedures.					
		С	2	0	operation of the transfer capal	be inoperative provided he nozzle valve and fuel bility through the fuel dump ified once each flight day.					
	b) All Other 727 Models	С	2	0	a) Takeo maxim limit pl the 72 2,200 727-20 b) Perfor upon f	be inoperative provided: off weight does not exceed from landing weight climb lus 1,850 lbs. (839 kg) for los. (998 kg) for the lus.					
		С	2	0	operation of the transfer capal	be inoperative provided he nozzle valve and fuel bility through the fuel dump ified once each flight day.					

<u>FEDERAL A</u> AIRCRAFT:	AVIATION ADMINISTRATIO		VISIO	A NC	NO. 49 PAGE NO.		
	B727-100/200	'\'_			06/06/2012 28-5		
	ММ	MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH		
28. FUEL					4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Chang		
28-09	Fuel Dump System		_		Bar		
	1) 727-100/JT8D-1	С	1	0	May be inoperative provided:  a) Takeoff gross weight does not exceed 105% of the authorized maximum landing weight,  b) All jettison valves remain closed, and c) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.		
	2) All Other 727 Models	С	1	0	May be inoperative provided:  a) Takeoff gross weight does not exceed maximum landing weight climb limit plus 1,850 lbs.  (839 kg) for the 727-100 and 727-100QF, or 2,200 lbs.  (998 kg) for the 727-200,  b) All jettison valves remain closed, and  c) Performance is not dependent upon fuel dumping for en route engine(s) out procedures.		
28-10 ***	Fuel Quantity Totalizer	D	1	0			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTER	MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO					
AIRCRAFT:	B727-100/200	RE\	VISIC DAT	PAGE NO. 28-6		
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	CATEGORY BER INSTALLED JUMBER REQUII	RED FOR DISPATCH OR EXCEPTIONS
28. FUEL			<u> </u>			
Sequence No.	Item	1	2	3	4	Change Bar
Sequence No.  28-11	Flight Deck Fuel Quantity Gauges  1) Main Tanks (With Associated Refueling Control Quantity Gauge Operative)	C	3	2	(O) One may be a) Fuel dum boost pui b) Procedur assure th the inope be emption non-dum is require c) Associate operates (O) One may be a) Associate operates b) Takeoff gexceed th 1) (727- the a landin 2) (727- Maxin weigh (839 3) (727- climb 2,200 c) (727-100 is not de	e inoperative provided: np system (including all imps) operates normally, res are established to nat fuel in the tank with erative indicator will not led below the npable level if fuel dump led, and led fuel flow meter is normally.  e inoperative provided: led fuel flow meter is normally, gross weight does not line following: -100/JT8D-1) 105% of luthorized maximum ling weight, -100 and 727-100QF) mum landing climb limit line full flow meter line following:
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V		MARTED MINIMI IM EQUIDMENT LIST					
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	3727-100/200				NO. 49 PAGE NO. 28-7					
		ММ	MMEL TABLE KEY							
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
28. FUEL			1	1	Change					
Sequence No.	Item	1	2	3	4 Change Bar					
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)  2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative)	С	3	2	(M)(O) One may be inoperative provided:  a) Fuel tank is emptied and serviced with a known quantity of fuel, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does not exceed the following: 1) (727-100/JT8D-1) 105% of the authorized maximum landing weight, 2) (727-100 and 727-100QF) Maximum landing climb limit weight plus 1,850 lbs. (839 kg), 3) (727-200) Maximum landing climb limit weight plus 2,200 lbs. (998 kg), and d) (727-100/JT8D-1) Performance is not dependent upon fuel dumping for enroute engine(s) out procedures.					
					(Continued)					

AIRCRAFT:	VIATION ADMINISTRATIO 3727-100/200		VISIO DAT	PAGE NO.		
		ММ				
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
28. FUEL	1		ı	T		Chang
Sequence No.	Item	1	2	3	4	Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)  2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	C	3	2	provided:  a) Fuel ta of drip b) Assoc operat c) Takeo exceed 1) (72 the lar 2) (72 Mayer (83) 3) (72 clin 2,2 d) (727-1 is not dumpi out provided) NOTE: When through must be level in attitud down, at all of SB 28	ank is measured by the use osticks, stated fuel flow meter tes normally, off gross weight does not at the following: 27-100/JT8D-1) 105% of a authorized maximum ading weight, 27-100 and 727-100QF) aximum landing climb limit eight plus 1,850 lbs. 39 kg), 27-200) Maximum landing mb limit weight plus 200 lbs. (998 kg), and 100/JT8D-1) Performance dependent upon fuel ing for enroute engine(s) occedures.  In measuring wing tanks gh use of dripsticks, wings be within ½ degree of n the lateral axis if pitch le is lower than 1 degree or within ½ degree of level other pitch attitudes, unless 3-48, or production alent, is incorporated.
					(Continued)	

5/2012 28-9	DAT	RE\	B727-100/200	AIRCRAFT:
		BABA	5/2/-100/200	
	EL T		Item  Flight Deck Fuel Quantity Gauges (Cont'd)  2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	SYSTEM & SEQUENCE NO.  28. FUEL Sequence No.  28-11
operate normally, 3) If associated tank is No. No. 3, both wing tanks serviced equally, b) Associated fuel flow meter operates normally, c) Takeoff gross weight does exceed the following: 1) (727-100/JT8D-1) 105 the authorized maximal landing weight, 2) (727-100 and 727-100 Maximum landing climal weight plus 1,850 lbs. (839 kg), 3) (727-200) Maximum landing climal limit weight plus 2,200 lbs. (998 kg), ard) (727-100/JT8D-1) Performation is not dependent upon fue dumping for enroute engine				

AIRCRAFT:	VIATION ADMINISTRATI B727-100/200			_	IO. 49 6/06/2012	PAGE NO. 28-10	
	5/2/-100/200	BABA				20-10	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
28. FUEL					111121111111111111		
Sequence No.	Item	1	2	3	4		Chang Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)						
	2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	C	3	2	provided:  a) Fuel to service fuel,  b) Associon operation operati	ank is emptied and sed with a known quantity of ciated fuel flow meter tes normally, dump system (including all pumps) operates normally, edures are established to e that fuel in the tank with operative indicator will not aptied below the lumpable level if fuel dump uired.	
		C	3	2	provided:  a) Fuel to of drip b) Associon opera c) Fuel control boost and d) Proce assure the income be em	ank is measured by the use osticks, ciated fuel flow meter tes normally, dump system (including all pumps) operates normally, edures are established to e that fuel in the tank with operative indicator will not optied below the lumpable level if fuel dump uired.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N				
AIRCRAFT:	3727-100/200	RE'			IO. 49 6/06/2012	PAGE NO. 28-11
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR O	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
28. FUEL					'	
Sequence No.	Item	1	2	3	4	Change Bar
28-11	Flight Deck Fuel Quantity Gauges (Cont'd)  2) Main Tanks (With Any or All Associated Refueling Control Quantity Gauges Inoperative) (Cont'd)	A	3	2	NOTE: When through must be level in attitude down, at all constructions at all constructions and the incomplex of the incompl	measuring wing tanks th use of dripsticks, wings be within \(^{1}/16\) degree of the lateral axis if pitch e is lower than 1 degree or within \(^{1}/8\) degree of level other pitch attitudes, unless \(^{1}/48\), or production alent, is incorporated.  The analysis be inoperative and is serviced with fuel as mined from a continuous g. This method is limited as to exceed 10 hours total for determining original fuel antity by measurement, ghts on which all other this, gauges, and switches sociated with that system erate normally, associated tank is No. 1 or one of the consecutive flow meter the sociated to the flow meter than the flow meters that flow m
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATI					GE NO.	
	B727-100/200		DAT	E: 0	6/06/2012	28-12	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLED	ED FOR DICEATOU	
NO.				3.1	4. REMARKS OR	ED FOR DISPATCH	
28. FUEL					4. INLIMATING OIL	LACEFIIONS	
Sequence No.	Item	1	2	3	4		Chang
28-11	Flight Deck Fuel	•			•		Bar
20-11	Quantity Gauges (Cont'd)						
***	3) Auxiliary Tanks	С	-	-	inoperative and the provided:  a) SB 727-28 equivalent, incorporate b) Fuel quant	ed, and city in associated tank by an acceptable	
		C	-	0	not used provided:  a) SB 727-28 equivalent, incorporate b) Fuel quant is verified to alternate p	A62, or production , has been ed, and ity in associated tank by an acceptable procedure and is d as part of the	
		С	-	0		perative and the tanks associated tanks are each refueling.	
		С	-	0	not used provided	perative and the tanks associated tanks are dill valve deactivated.	
28-12	Fuel Temperature Gauge	С	1	0	(O) May be inoper Total Air Tempera Temperature is su indication of fuel to	ture or Ram Air ibstituted as an	
28-13 ***	Fenwall Fuel Surge Tank Suppression System	D	1	0			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMOM EQUIPMENT LIST
AIRCRAFT:	3727-100/200	RE\			NO. 49 PAGE NO. 28-13
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	MUŅ	CATEGORY  //BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
28. FUEL					
Sequence No.	Item	1	2	3	4 Change Bar
28-14	Fuel Dripsticks	С	-	0	(M) One or more may be inoperative provided fuel quantity is verified by an alternate acceptable procedure.
28-15	Fuel Sump Drain Valves	С	-	-	One may be inoperative.
28-16 ***	Auxiliary Fuel Tank Boost Pumps				
	1) Specified Models	С	-	-	One pump in each tank may be inoperative provided tank remains empty.
	a) All Models (All Passenger Configuration)	C			<ul> <li>(O) One pump in each tank may be inoperative provided: <ul> <li>a) Fuel quantity remains in other tanks is adequate to reach an alternate destination if the remaining pump fails at any time,</li> <li>b) Fuel in the associated tank(s) is included as payload, and</li> <li>c) The effect on airplane balance in the event auxiliary tank fuel cannot be used is accounted for by limiting cargo compartment payload as follows:</li> </ul> </li> <li>SEAT SPACING LESS THAN 32 INCHES:</li> <li>FWD TANK ANY PUMP INOP.— Forward cargo compartments remains empty.</li> <li>AFT TANK ANY PUMP INOP.— Aft cargo compartment remains empty.</li> </ul>
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO 3727-100/200			_	NO. 49 PAGE NO. 28-14
	3/2/-100/200				
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR ( NUM	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL					
Sequence No.	Item	1	2	3	4 Cha
28-16 ***	Auxiliary Fuel Tank Boost Pumps (Cont'd)  1) Specified Models (Cont'd)				
	a) All Models (All Passenger Configuration) (Cont'd)				SEAT SPACING 32 INCHES OR MORE:  FWD TANK ANY PUMP INOP.— No restrictions.  AFT TANK ANY PUMP INOP.— Aft cargo compartment load maximum 2,000 lbs. (907 kg).
	b) 727-100C, 727-100 Conversions (In All-Cargo or Combi Configuration) c) 727-200F (All-Cargo Configurations)	С			FWD TANK ANY PUMP INOP.— Forward cargo compartment remains empty.  AFT TANK ANY PUMP INOP.— Aft cargo compartment remains empty.  FWD TANK ANY PUMP INOP.— Forward cargo compartment remains empty.  AFT TANK ANY PUMP INOP.— Aft cargo compartment load maximum 2,000 lbs. (907 kg).
	2) All Models	С	-	-	Both pumps in any aux tank may be inoperative provided tank remains empty.
		С	-	-	Both pumps in any aux tank may be inoperative provided:  a) Fuel in the associated tank is included as part of the zero fuel weight, and b) Cargo compartment payload limitations for specified models, noted above, are observed.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N_			
AIRCRAFT:	3727-100/200	RE'		_	O. 49 PAGE NO. 6/06/2012 28-15
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
28. FUEL					
Sequence No.	Item	1	2	3	4 Change Bar
28-17	Fueling Bay Fuel Cap	С	2	0	<ul> <li>(M) One or both may be missing provided:</li> <li>a) Refueling receptacle is visually checked for contamination before each refueling, and</li> <li>b) No leakage is detected.</li> </ul>
28-18 ***	Page/PATS Auxiliary Tank Fuel System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Both auxiliary tank fuel valve and vent valve are verified closed,</li> <li>b) Auxiliary tank circuit breakers are pulled and collared, and</li> <li>c) Auxiliary tank is drained of fuel.</li> </ul>
28-19 ***	Page/PARTS Auxiliary Tank Fuel Valve Open Light (Fueling Panel)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Auxiliary tank valve open light on F/E panel operates normally, and</li> <li>b) All other functions of the system operate normally.</li> </ul>
28-20 ***	Aircraft Tank Service (ATS) Auxiliary Tank Fuel System (STC SA 3810 WE)				
	1) Subsystems Forward, Mid, and Aft	С	3	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Flight operations are not predicated on the use of the inoperative subsystem(s) fuel,</li> <li>b) Associated aux fuel tanks are verified empty,</li> <li>c) Associated appropriate electrical circuits are deactivated and secured,</li> <li>d) Associated auxiliary tank vent valves are verified open, and</li> <li>e) Aircraft Center of Gravity (C/G) limitations are observed and maintained throughout the flight profile.</li> </ul>
					(Continued)

AIRCRAFT:	/IATION ADMINISTRATIO		VISIO	N NC	IO. 49 PAGE NO.
E	3727-100/200		DAT	E: 0	6/06/2012 28-16
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
28. FUEL					4. KEMAKKO OK EXCEL HONG
Sequence No.	Item	1	2	3	4 Chang Bar
28-20 ***	Aircraft Tank Service (ATS) Auxiliary Tank Fuel System (STC SA 3810 WE) (Cont'd)				
	Air Pressure     Indicator	С	1	0	
	3) Vent Valves	С	2	1	<ul> <li>(M)(O) One may be inoperative open provided: <ul> <li>a) Remaining vent valve operates normally,</li> <li>b) Fuel quantity in other tanks is adequate to reach an alternate destination if the remaining valve fails at any time during flight, and</li> <li>c) Fuel in associated aux tank is considered undumpable and that fuel weight is included in all takeoff alternate landing performance considerations including C/G (Weight and Balance) envelope.</li> </ul> </li> </ul>
	4) Vent Valve Intransit Lights	С	2	1	(M) One may be inoperative provided it is verified that both vent valves operate normally before each departure when ATS aux fuel is required.
		С	2	1	(M) One may be inoperative provided associated valve is either inoperative or considered inoperative.

ITEM  Craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd)  System Bleed Air Pressure Valves	_	EL T	ABL AIR C	LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  Change Bar
craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd)	1. F	2. I	3. N	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd)	1	2. 1	3. N	IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd)		2	3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Change
craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd) System Bleed Air			3	4. REMARKS OR EXCEPTIONS
craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd) System Bleed Air				Chang
craft Tank Service TS) Auxiliary Tank el System TC SA 3810 WE) ont'd) System Bleed Air				
TS) Auxiliary Tank el System TC SA 3810 WE) ont'd) System Bleed Air	С	2	1	
	С	2	1	
				<ul> <li>(O) One may be inoperative provided: <ul> <li>a) Remaining pressure valve operates normally,</li> <li>b) Fuel quantity in other tanks is adequate to reach an alternate destination if the remaining valve fails at any time during flight, and</li> <li>c) Fuel in associated aux tank is considered undumpable and that fuel weight is included in all takeoff alternate landing performance considerations including C/G (Weight and Balance) envelope.</li> </ul> </li> </ul>
Transfer Valve Intransit Lights	С	3	2	(O) One may be inoperative provided associated transfer valve is verified to operate normally before each departure when ATS aux fuel is required.
ATS System Quantity Indicator	С	1	0	(M) May be inoperative provided fuel quantity in ATS is verified by an alternate acceptable procedure.
	С	1	0	(M) May be inoperative provided tanks are verified to be empty before each departure.
	Intransit Lights ATS System	ATS System Quantity Indicator	ATS System C 1 Quantity Indicator	ATS System Quantity Indicator  C 1 0

AIRCRAFT:	VIATION ADMINISTRATIO B727-100/200				NO. 49 PAGE NO. 28-18	
<u>'</u>	3/2/-100/200	BABA				
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (	BLE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL					4. NEMARKS ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Cha
28-21 ***	Aircraft Tank Service (ATS) Auxiliary Tank Refuel Valve Intransit Lights (STC SA 3810WE)	С	3	0	(M) May be inoperative provided:  a) An alternate means of determining that the fueling valves operate is utilized, and b) Quantity of fuel in the associated tank is known after each refueling.	
28-22 ***	Auxiliary Fuel Tank System (STC SA 3564WE)					
	1) Forward System	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Any fuel in the Forward Aux Tanks is considered unusable, and b) AFM Limitations are applied.</li> </ul>	
	2) Aft System	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Any fuel in the AFT Aux Tanks is considered unusable, and</li> <li>b) AFM Limitations are applied.</li> </ul>	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATION	)NI			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	ON N	IO. 49 PAGE NO.
	B727-100/200		DAT	E: 0	6/06/2012 29-1
		MM	EL T	ABL	E KEY
SYSTEM &		1. F			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.					4. REMARKS OR EXCEPTIONS
29. HYDRAU	JLIC POWER				
Sequence No.	Item	1	2	3	4 Chang Bar
29-01	System "A" Pumps				
	Depressurization     Function	С	2	0	(O) May be inoperative on one or both pumps.
					NOTE: Starting No. 1 or No. 2 engines will pressurize nose wheel steering system unless alternate procedures are established and used.
29-02	DELETED				Deleted prior to Revision 33.
29-03 ***	System "A" Heat Exchange Bleed Air Control Valves	С	2	1	(M) One may be inoperative closed provided the associated overheat light operates normally.
29-04	Ground Interconnect Valve ("A" and "B" Systems)	С	1	0	(M) May be inoperative provided valve remains closed.
29-05	Brake Interconnect System	С	1	0	(M)(O) May be inoperative closed provided approved procedures are defined in the operator's manual for "B" System malfunctions.
					NOTE: Both brake pressure and brake pressure indication(s) are absent during a battery start.
29-06	DELETED				Deleted prior to Revision 33.
29-07	DELETED				Deleted prior to Revision 33.
29-08	System Pressure Indication System ("A" or "B") (Flight Deck)	С	2	1	(O) One may be inoperative provided:     a) Associated low pressure warning lights operate normally, and     b) Associated system pressure is checked before each departure.

AIRCRAFT:	AVIATION ADMINISTRATIO		VISIO	ON N	NO. 49 PAGE NO.	
	B727-100/200		DAT	E: 0	06/06/2012 29-2	
					LE KEY	
SYSTEM & SEQUENCE	ITEM	1. H		NUM	CATEGORY  MBER INSTALLED	
NO.				3. ľ	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS	
	ULIC POWER				14	Chan
Sequence No.	Item	1	2	3	4	Ba
29-09	Pump Low Pressure Lights ("A" System)	С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) The output of the associated pump is checked before each departure, and</li> <li>b) Both pumps remain ON continuously during flight.</li> </ul>	
29-10	Pump Low Pressure Lights ("B" System)	С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) The output of the associated pump is checked before each departure, and</li> <li>b) Both pumps remain ON continuously during flight.</li> </ul>	
29-11	Accumulator Pressure Indication Systems	С	-	0	(O) May be inoperative provided associated flight deck gauge operates normally.	
29-12	DELETED				Deleted prior to Revision 33.	
29-13	"A", "B", and Standby System Overheat Lights	С	3	0		
29-14	System "A" Quantity Indication System (F/E Panel)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Quantity is checked before each departure,</li> <li>b) "A" system pressure gauge operates normally, and</li> <li>c) "B" system and Standby system quantity gauges operate normally.</li> </ul>	
29-15	System "B" Quantity Indication System (F/E Panel)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Quantity is verified adequate,</li> <li>and</li> <li>b) Ground interconnect is verified</li> <li>closed before each departure.</li> </ul>	
29-16	Standby System Quantity Indication System (F/E Panel)	С	1	0	May be inoperative provided adequate quantity is verified before each departure.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	٧		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	/IATION ADMINISTRATIC	N			IVIASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 49	PAGE NO.
E	B727-100/200			E: 0	6/06/2012	29-3
_					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALL	ED.
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				J. 1		OR EXCEPTIONS
29. HYDRAU	LIC POWER				1	
Sequence No.	Item	1	2	3	4	Change Bar
29-17	Reservoir and Fill Station Quantity Indication System	С	1	0		•
29-18 ***	Low Level Lights ("A" and "B" Systems)	D	2	0		
29-19 ***	Reservoir Air Pressure Gauge	D	1	0		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		RE'			IO. 49 PAGE NO.
	B727-100/200		DAT	E: 0	6/06/2012 30-1
					LE KEY
SYSTEM &		1.1			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				31.	4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION				
Sequence No.	Item	1	2	3	4 Change Bar
30-01	Wing Anti-Icing Duct Temperature Indicating System	С	1	0	May be inoperative provided valve position lights operate normally when the system is in use.
30-02	Wing Anti-Icing System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) The airplane is not operated in known or forecast icing conditions, and</li> <li>b) Inoperative valve remains closed.</li> </ul>
		С	1	0	(M) May be inoperative provided damaged ducting is removed and a suitable blocking plate is installed.
30-03 ***	Wing Anti-Icing Interconnect Valve	D	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) The interconnect valve remains closed, and</li> <li>b) Engine anti-icing AFM Limitations are observed.</li> </ul>
		С	1	0	May be inoperative open provided:  a) No. 2 engine thermal anti-icing is not operated on the ground or during takeoff, and  b) Icing conditions do not exist on the ground at departure airport.
30-04	Wing Anti-Ice Valve Position Lights	С	2	0	One or both may be inoperative provided wing anti-icing duct temperature indicating system operates normally.
30-05 ***	Wing Anti-Ice Auto Trip System	D	1	0	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 49 PAGE NO.
ŀ	3727-100/200		DAT	E: 0	6/06/2012 30-2
		_			.E KEY
SYSTEM &		1. H			CATEGORY BER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				0.,	4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION	-			
Sequence No.	Item	1	2	3	4 Change Bar
30-06	Wing Anti-Ice Isolation Valves (B727-100 and 727-100QF APU Equipped Airplanes)	С	2	0	(M) One or both may be inoperative provided both valves are secured open by an accepted maintenance procedure.
		С	2	0	One or both may be inoperative provided flight is not operated in known or forecast icing conditions.
30-07 ***	Tail Anti-Icing System	С	1	0	May be inoperative provided AFM Limitations are observed.
30-08 ***	Tail Anti-Icing Duct Temperature Indicating System	С	1	0	May be inoperative provided the valve position light operates normally when the system is in use.
30-09 ***	Tail Anti-Icing Valve Position Light	С	1	0	May be inoperative provided temperature indicator operates normally.
30-10	DELETED				Deleted prior to Revision 27a.
30-11	Engine and Cowl Anti-Ice Valves				
	All Models (Except 727-100QF)	С	10	9	<ul> <li>(M) One may be inoperative closed provided:</li> <li>a) Airplane is not operated in known or forecast icing conditions, and</li> <li>b) All other anti-ice valves operate normally.</li> </ul>
	All Models (Except 727-100QF)	С	1	0	<ul> <li>(M) No. 2 engine thirteenth stage valve may be inoperative open provided: <ul> <li>a) No. 2 engine automated</li> <li>sixth stage bleed valve is not installed or is deactivated closed, and</li> <li>b) All other anti-ice valves operate normally.</li> </ul> </li> </ul>
					(Continued)

FEDERAL A	VIATION ADMINISTRATI	ON			MASTE	ER MINIMUM EQUIPMENT LIS
AIRCRAFT:					IO. 49	PAGE NO.
	3727-100/200		DAT	E: 0	6/06/2012	30-3
					E KEY	
SYSTEM &		1.1	$\overline{}$		CATEGORY IBER INSTALL	ED
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.						S OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION					
Sequence No.	Item	1	2	3	4	Cha Ba
30-11	Engine and Cowl Anti-Ice Valves (Cont'd)  All Models (Excluding Valsan 727-100, 727-200RE, and 727-100QF)	C	9	8	one inlet guid No. 2 engine inoperative of a) All thr affects and g .03 Eff No. 2 b) En rou reduc or by No. 2 c) At tem 50 de 1) Ta lin ar by mi 2) Ta pe re (1 (2 mi d) All oth norma e) Opera one p inope	pod engine cowl valve or de vane valve or the mixed air valve may be pen provided: rust rating limits on the ed engine, except takeoff o-around, are reduced by PR or .05 EPR for engine mixed air valve, ute climb limited weight is red by 4,900 lbs. (2,223 kg) 8,100 lbs. (3,674 kg) for engine mixed air valve, apperature greater than agrees F (10 degrees C): akeoff and go-around thrust mits on the affected engine reduced by .03 EPR or 7 .05 EPR for No. 2 engine ixed air valve, akeoff and landing enformance limited weight is educed by 2,900 lbs. (3,315 kg), or by 4,600 lbs. (3,087 kg) for No. 2 engine ixed air valve, her anti-ice valves operate ally, and eating temperature with od engine cowl valve rative open is limited to agrees F (10 degrees C)
					Temp "Nose Modifi	num (ambient or Total Air perature) unless S/B 30-31 e Cowl TAI Spray Ring ication" has been porated.

AIRCRAFT: REVISION NO. 49 PAGE NO.	
B727-100/200 DATE: 06/06/2012 30-4	
MMEL TABLE KEY	
SYSTEM & SEQUENCE NO.  1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  30. ICE AND RAIN PROTECTION	
Sequence No. Item 1 2 3 4	Change
30-11  Engine and Cowl Anti-Ice Valves (Cont'd)  All Models (Excluding Valsan 727-100, 727-200RE, and 727-100QF) (Cont'd)  All Models (Excluding Valsan 727-100, 727-200RE, and 727-100QF) (Cont'd)  ADDITIONAL REQUIREMENTS FOR JT8D-15-15A AND JT8D-17/17A ENGINES.  The adjustments listed below must be applied when dispatching with anti-ice OFF and the following conditions exist:  Takeoff—  JT8D-15/15A  Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C).  JT8D-17/17A  Pressure altitude between 3,000 feet and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C).	Bar

SYSTEM & SEQUENCE NO.  30. ICE AND R Sequence No. It	ITEM  AIN PROTECTION  em  Engine and Cowl Anti-Ice Valves (Cont'd)  All Models	_	EL T	ABL AIR (	.E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
SEQUENCE NO.  30. ICE AND R Sequence No. It	Engine and Cowl Anti-Ice Valves (Cont'd)	1. F	2. ľ	AIR ( NUM 3. I	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH
, , ,	Anti-Ice Valves (Cont'd)			_	4 Chang Bar
á	(Excluding Valsan 727-100, 727-200RE, and 727-100QF) (Cont'd)				Go-Around—  JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C).  JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C).  1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by 2,900 lbs. (1,315 kg) or by 2,600 lb. (1,179 kg) for No. 2 engine mixed air valve,  OR  3) AFM Appendix 28 for JT8D-17/17A weight reductions are observed.  NOTE: Valve position light operation not required for the specific inoperative valve.

FEDERAL A	VIATION ADMINISTRATION	NC			MASTER MINIMUM EQUIPMENT	LIGI
AIRCRAFT:	D707 400/200	RE'			IO. 49 PAGE NO.	
	B727-100/200	BABA				
SYSTEM & SEQUENCE NO.	ITEM  RAIN PROTECTION  Item  Engine and Cowl Anti-Ice Valves (Cont'd)  Valsan B727-100/200RE Only	ММ	DAT EL T REP	E: 0 AIR (	ICO. 49 6/06/2012  JEKEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  4  (M)(O) One inlet guide vane valve or the No. 2 engine mixed air valve (cowl shutoff valve) may be inoperative open provided:  a) All other anti-ice valves operate normally, b) All thrust rating limits on the affected engine, except takeoff and go-around, are reduced by: 1) Pod engine, inlet guide vane valve, .05 EPR. 2) No. 2 engine, inlet guide vane valve, .03 EPR. 3) Mixed air valve, .05 EPR. c) En route climb limited weight is reduced by: 1) Pod engine, inlet guide vane valve 6,900 lbs. (3,130 kg). 2) No. 2 engine, inlet guide vane valve 4,900 lbs. (2,223 kg). 3) No. 2 engine, inlet guide vane valve, 4,900 lbs. (2,223 kg). 4) Mixed air valve, 8,100 lbs. (3,674 kg).	Chang
					d) At temperatures greater than 50 degrees F (10 degrees C), 1) Takeoff and go-around thrust limits on the affected engine are reduced by:	
					<ul> <li>i. Pod engine, inlet guide vane valve, .05 EPR.</li> <li>ii. No. 2 engine, inlet guide vane valve, .03 EPR,</li> <li>iii. Mixed air valve .05 EPR.</li> </ul>	

AIRCRAFT:	2707 400/000	RE'			IO. 49	PAGE NO.	
L	3727-100/200				6/06/2012	30-7	
		_			E KEY		
SYSTEM &		1.1			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION						
Sequence No.	Item	1	2	3	4		Chang
30-11	Engine and Cowl Anti-Ice Valves (Cont'd)				2) Ts	akeoff and landing	
	Valsan B727-100/200RE Only (Cont'd)				ii.  NOTE: No re cowl von the ADDITIONAL JT8D-15/15A ENGINES.  In addition, the must be applied when dispated valve open, a exist:  Takeoff—  JT8D-15/15A Pressure altite and 10,000 fee below 0 degree JT8D-17/17A Pressure altite and 10,000 fee below 0 degree Its and 10,000 fee below 10,000 fee b	et, ambient temperature ees F (-18 degrees C).	

		VIATION ADMINISTRATIO				
SYSTEM & SEQUENCE NO.  ITEM SEQUENCE NO.  1. REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  30. ICE AND RAIN PROTECTION  Sequence No.  Letter 1 2 3 4  Go-Around—  JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C).  JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C).  1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by: No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg) or mixed air valve 2,600 lbs. (1,179 kg), OR 3) AFM Appendix 28 for JT8D-17/17A weight reductions are observed.  NOTE: Valve position light operation not required for the specific		3727-100/200	RE		_	
SYSTEM & SEQUENCE NO.  ITEM NO.  1. REPAIR CATEGORY  2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  30. ICE AND RAIN PROTECTION  Sequence No.  Item 1 1 2 3 4  Go-Around—  JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C).  JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C).  1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by: No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg) or mixed air valve 2,600 lbs. (1,179 kg), OR 3) AFM Appendix 28 for JT8D-17/17A weight reductions are observed.  NOTE: Valve position light operation not required for the specific			ММ	EL T	ABL	E KEY
30-11 Engine and Cowl Anti-Ice Valves (Cont'd)  Valsan B727-100/200RE Only (Cont'd)  Valsan B727-100/200RE Only (Cont'd)  JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C).  JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C).  1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by: No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg) or mixed air valve 2,600 lbs. (1,179 kg),  OR  3) AFM Appendix 28 for JT8D-15/15A or AFM Appendix 61 for JT8D-17/17A weight reductions are observed.  NOTE: Valve position light operation not required for the specific	SEQUENCE NO.		1. 1		NUM	IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
Anti-Ice Valves (Cont'd)  Valsan B727-100/200RE Only (Cont'd)  J78D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C).  J78D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C).  1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by: No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg) or mixed air valve 2,600 lbs. (1,179 kg).  OR 3) AFM Appendix 28 for J78D-15/15A or AFM Appendix 61 for J78D-17/17A weight reductions are observed.  NOTE: Valve position light operation not required for the specific	Sequence No.	Item	1	2	3	4 Change Bar
	30-11	Anti-Ice Valves (Cont'd) Valsan B727-100/200RE Only				Go-Around—  JT8D-15/15A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 0 degrees F (-18 degrees C).  JT8D-17/17A Pressure altitude between 3,000 feet and 10,000 feet, total air temperature below 15 degrees F (-10 degrees C).  1) Takeoff and go-around thrust limits on the affected engine are reduced by .03 EPR, and 2) Takeoff and landing performance weight is reduced by: No. 2 engine, inlet guide vane valve, 2,900 lbs. (1,315 kg) or mixed air valve 2,600 lbs. (1,179 kg),  OR 3) AFM Appendix 28 for JT8D-15/15A or AFM Appendix 61 for JT8D-17/17A weight reductions are observed.  NOTE: Valve position light operation not required for the specific

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 49 PAGE NO.	
<u> </u>	3727-100/200		DAT	E: 0	6/06/2012 30-9	
SYSTEM &		_	REP	AIR (	LE KEY CATEGORY	
SEQUENCE NO.	ITEM		2. [		BER INSTALLED NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTIONS	СН
30. ICE AND Sequence No.	RAIN PROTECTION Item	1	2	3	4	Chang
30-11	Engine and Cowl Anti-Ice Valves (Cont'd)	'	2	3	-	Bar
	B727-100QF Only	C	3	2	<ul> <li>(M)(O) One valve may be inoperative secured open provided: <ul> <li>a) Engine start procedures for anti-ice valve secured open used,</li> <li>b) AFM engine EPR reduction inlet anti-ice ON for affected engine are used,</li> <li>c) Aircraft performance is determined using AFM enginet anti-ice ON correction</li> <li>d) Outside Air Temperature (Odoes not exceed 55 degree (12 degrees C) with valve secured open on No. 1 or No. 3 engine and OAT does exceed 80 degrees F (26 degrees C) with valve secured open on No. 2 engined</li> <li>e) All other engine anti-ice valoperate normally.</li> </ul> </li> </ul>	s for d ine chart, DAT) is F
		С	3	2	(M) One may be inoperative secure closed provided:  a) Airplane is not operated in known or forecast icing conditions, and b) All other engine anti-ice value operate normally.	
	1) Indicator Lights (B727-100QF Only)	С	3	0	(M)(O) May be inoperative provided normal valve operation is verified properations in known or forecast icin conditions.	rior to

AIRCRAFT	AVIATION ADMINISTRATI		VISIC	ON N	O. 49 PAGE NO.	
	B727-100/200		DAT	E: 0	6/06/2012 30-10	
					E KEY	
SYSTEM &		1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
	D RAIN PROTECTION		ı	1		Chan
Sequence No.	Item	1	2	3	4	Chan Bar
30-12	Pitot Heat Systems	В	2	1	(O) Pilot's or copilot's may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
		В	1	0	<ul> <li>(O) Auxiliary pitot heat system may be inoperative provided:</li> <li>a) Dispatch deviations for affected equipment for are observed, and</li> <li>b) All affected equipment must be identified and the crew advised.</li> </ul>	
					NOTE: Light not required for an inoperative heater.	
30-13	Static Port Heater System	С	-	-	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
	1) B727-100/QC and 727-100QF	С	-	0	All may be inoperative provided static port system has been modified per AD-76-17-07 or production equivalent.	
	2) B727-200	С	-	0	(O) May be inoperative provided AFM Limitations, takeoff at 35 degrees F (2 degrees C) or below, are observed.	
30-14	Elevator Feel Pitot Heater	С	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-15	Flight Deck Window Heat System	С	8	-	NOTE: See AFM for window heat requirements.	
30-16	Windshield Wipers	С	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
	<ol> <li>Windshield Wiper Speeds</li> </ol>	С	-	1	May be inoperative provided one speed operates normally at both pilot stations.	

AIRCRAFT:	AVIATION ADMINISTRATIO B727-100/200				O. 49 PAGE NO. 30-11
	B121-100/200	МИ			.E KEY
SYSTEM & EQUENCE NO.	ITEM		REP	AIR (	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
30. ICE ANI	RAIN PROTECTION				
Sequence No.	Item	1	2	3	4 Che
30-17 ***	Rain Repellent System	D	1	0	
30-18 ***	Ice Detection System	D	1	0	
30-19	Pitot/Static, Temperature Probe Heater Indicating System				
***	1) Ammeter System				
	a) AC Ammeters	В	2	0	(M) May be inoperative provided associated heaters are verified to operate normally.
	b) Heater Off Light	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) All other components of the pitot heat system are verified to operate normally, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>
***	2) 8 Light System				
	a) PITOT L & R Lights	В	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) All other components of the pitot heat system are verified to operate normally, and</li> <li>b) The airplane is not operated in known or forecast icing conditions.</li> </ul>
	b) ELEV PITOT L & R, STATIC L & R, AUX PITOT, and TEMP PROBE Lights	В	6	0	<ul><li>(M) May be inoperative provided associated heaters are verified to operate normally.</li><li>NOTE: Light not required for an inoperative heater.</li></ul>

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 49 PAGE NO.	
	B727-100/200				6/06/2012 30-12	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2. [		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				ა. I	4. REMARKS OR EXCEPTIONS	
30. ICE AND	RAIN PROTECTION				14. NEMATING ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang Bar
30-20	Total Air Temperature Probe Heater	С	-	0	(O) May be inoperative provided an approved alternate system is installed and operates normally.	
		С	-	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
					NOTE: Light not required for an inoperative heater.	
30-21	Windshield Heat Power On/Overheat Test	С	1	0		
30-22	De-Fog System	С	1	0		
30-23	Anti-Ice Duct Overheat Light System	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated anti-ice valves remain closed, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>	
30-24	Drain Mast Heaters	С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated TOILET FLUSH PORT(S) is capped at toilet service panel, and</li> <li>b) Associated galley is used without water service.</li> </ul>	
		С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated lavatory entrance door is secured to prevent use of lavatory, and</li> <li>b) Associated galley is used without water service.</li> </ul>	
		С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Water supply to associated galley, lavatory sink, and drinking fountain is secured OFF, and</li> <li>b) Associated galley drains, lavatory sinks, and drinking fountain drains are not used.</li> </ul>	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 49 PAGE NO.					
	3727-100/200				6/06/2012 30-13					
					E KEY					
SYSTEM & SEQUENCE	ITEM			REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH						
NO.		4. REMARKS OR EXCEPTIONS								
	RAIN PROTECTION		_	۱ ۵	I.	Chan				
Sequence No.	Mindahaan Darimatan	1	2	3	4	Bar				
30-25 ***	Windshear Perimeter Heater	D	1	0						
30-26	Pitot Heat Indicating System (Heater OFF Monitor)				Deleted, Revision 38. (Combined with item 30-19.)					
30-27	Wing Anti-Ice Pressure Regulating Valve (727-100QF)	С	1	0	(M) (O) May be inoperative provided:  a) Valve is secured open by an acceptable maintenance procedure, and  b) EPR settings and performance data for wing anti-ice ON, as appropriate, are used.					

	TMENT OF TRANSPORTA				MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/1910	N N	IO. 49a PAGE NO.	
	B727-100/200	NE.			6/29/2017 PAGE NO. 31-1	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH	
24 INDICAT	INC/DECODDING SYSTEM	10			4. REMARKS OR EXCEPTIONS	
Sequence No.	ING/RECORDING SYSTEM	VIS 1	2	3	4	Change
31-01	Clocks	C	_			Bar
31-01	CIOCKS		-	1	May be inoperative provided one clock at either the pilot's or copilot's position operates normally.	
31-02	Flight Data Recorder (FDR) System	A	-	0	<ul> <li>May be inoperative provided: <ul> <li>a) Cockpit Voice Recorder (CVR)</li> <li>operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's Mel unless: <ul> <li>1) The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2) The FDR repair was attempted but was not successful.</li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> </ul></li></ul>	
		С	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	FDR Recording     Parameters     Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided:  a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
	FDR Recording     Parameters Not     Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
31-03 ***	AIDS Maintenance Recorder	D	1	0	May be inoperative provided alternate procedures are used.	
		D	1	0	May be inoperative provided maintenance procedures are not dependent upon its use.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	3727-100/200	RE'			IO. 49 PAGE NO. 6/06/2012 32-1
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH
32. LANDING	G GFAR				4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
32-01	Landing Gear Door Warning System	С	1	0	Ddl
32-02	Landing Gear Warning Horn Function				Deleted, Revision 29.
32-03	Landing Gear Indication	В	-	2	May be inoperative provided center panel indicators, and one other indicating system, operates normally.
32-04 ***	Ground Lock Pin Annunciator System	D	1	0	
32-05	Antiskid System	С	1	0	(O) May be inoperative provided AFM Limitations are observed.
	1) Test Feature	С	1	0	
	2) Touchdown Feature	С	1	0	
	3) Annunciators	С	-	0	May be inoperative for an inoperative system.
32-06 ***	Nose Wheel Brake/Anti-Skid System	D	1	0	(O) May be inoperative provided: a) Nose wheel brake/anti-skid switch remains OFF, and b) AFM Limitations are observed.
32-07	Parking Brake				Deleted, Revision 29.
32-08	Parking Brake Light				
	Solenoid Operated     Parking Brake Valve	С	1	0	(O) Light may be inoperative provided anti-ski system is turned OFF when parking brake is in use.
	2) Motor Operates Parking Brake Valve (Mark III Anti-Skid System)	С	1	0	(M) Light may be inoperative provided the parking brake shutoff valve operates normally.

AIRCRAFT:	VIATION ADMINISTRATIO				O. 49	PAGE NO.	
	B727-100/200				6/06/2012	32-2	
SYSTEM &		_	REP/	AIR (	<b>E KEY</b> CATEGORY BER INSTALL	FD	
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR D 4. REMARKS OR EXCEPTI		QUIRED FOR DISPATCH		
32. LANDIN	G GEAR			1			
Sequence No.	Item	1	2	3	4		Chang Bar
32-09	Pneumatic Brake System				Deleted, Rev	rision 29.	
32-10 32-11	Flight Deck Pneumatic Brake Pressure Indicator  Pneumatic Brake	A	1	0	a) Pneurindica opera b) Pneurindica verifies and c) Opera more repair	erative provided: matic brake pressure ator in the nose wheel well ates normally, matic brake pressure is ed before each departure, ations are limited to not than 3 flight days before r is made.	
	Pressure Indicator (Nose Wheel Well)					erative provided indicator or k operates normally.	

AIRCRAFT:				NO. 49 PAGE NO.	
	B727-100/200			6/06/2012 32-3	
SYSTEM & SEQUENCE NO.  32. LANDIN Sequence No.  32-12		 REP	AIR ( NUM	LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPA 4. REMARKS OR EXCEPTIONS  4 (M)(O) May be inoperative provided	Chan Bar
				a) Tail skid is secured exten b) Aft lavatory drain mast is deactivated, and c) The following performanc penalties are applied: 1) 2,000 lbs (907 kg) groweight reduction to sesegment climb limits. 2) 6,000 lbs. (2,722 kg) weight reduction to one engine inoperative en route climb limits. 3) 6,800 lbs. (3,084 kg) weight reduction to two engine inoperative en route climb limits. 4) 1,400 lbs. (635 kg) groweight reduction to applied and landing climblimits,  OR  d) Tail skid is secured exten e) Water supply to aft galley lavatory sinks, and drinkir fountain is secured OFF, f) Aft galley drains, lavatory and drinking fountain drainot used, and g) Performance penalties in above are applied.	e ess econd gross e gross e gross b oproach b ded, s, ng sinks, ns are

	VIATION ADMINISTRATIO		// 0 : -		10. 40	
AIRCRAFT:	B727-100/200	KE			IO. 49 PAGE NO. 32-4	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Change Bar
32-12	Tail Skid (Cont'd)					
	1) 727-200 Only	С	1	0	<ul> <li>May fail to lock when retracted provided: <ul> <li>a) Tail skid extends and retracts normally,</li> <li>b) Tail skid warning light illuminates only when gear handle is placed OFF following retraction and operates normally during routine operations,</li> <li>c) After gear retraction, the gear handle is placed OFF momentarily and door warning lights remain extinguished (indicating proper locking of gear and doors), and</li> <li>d) Following c) above, the gear handle is returned to UP and the tail skid annunciator extinguishes.</li> </ul> </li> <li>NOTE: Handle should remain UP until</li> </ul>	
32-13	Tail Skid Position Light	С	1	0	necessary to lower gear.  (M) May be inoperative provided tail skid is functionally checked once each flight day.	
32-14	Rudder Pedal Nose Wheel Steering System	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Operation of other systems is not impaired, and</li> <li>b) All takeoffs and landings are made by the pilot occupying the left seat.</li> </ul>	
32-15 ***	Autobrake System	С	1	0	<ul> <li>(M) May be inoperative provided that, if the autobrake disarm light illuminates with the autobrake ARM switch OFF, the inlet pressure line to the autobrake valve module must be capped.</li> <li>NOTE: AFM takeoff and landing distances are not based on use of autobrakes.</li> </ul>	

AIRCRAFT:	NIATION ADMINISTRATI				IO. 49	PAGE NO.	
	B727-100/200				6/06/2012	32-5	
					.E KEY CATEGORY		
SYSTEM &		'- '			BER INSTALL	FD	
EQUENCE	ITEM		'			QUIRED FOR DISPATCH	
NO.						S OR EXCEPTIONS	
32. LANDIN	G GEAR	·					
Sequence No.	Item	1	2	3	4		Chan Bai
32-16 ***	Brake Low Pressure Light	С	1	0			•
32-17 ***	Brake Temperature Monitoring System	С	1	0			
32-18 ***	Nose Gear Steering Lockout System	С	1	0	a) Syste press b) Alterr	pe inoperative provided:  em is deactivated and  surized, and  nate procedures for  back and towing are  ed.	
32-19 **	Direct Reading Tire Pressure indicator(s)	D	-	0			
32-20	Nose Gear Snubber Pads	С	2	0			

MASTER MINIMUM EQUIPMENT LIST	U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
AIRCRAFT: B727-100/200 REVISION NO. 49a DATE: 06/29/2017 33-1    MMEL TABLE KEY	FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIM	UM EQUIPMENT	LIST
SYSTEM & SEQUENCE NO.  ITEM  I	AIRCRAFT:							
SYSTEM & SEQUENCE NO.  ITEM  I			ММ	EL T	ABL	E KEY		
33-UIGHTS   Sequence No.   Item   1   2   3   4   Change Bar   Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems   C   -   Individual lights may be inoperative provided remaining lights are:   a) Not on the Essential or Standby bus,   b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,   c) Positioned so that direct rays are shielded from flightcrew members' eyes, and   d) Lighting configuration and intensity is acceptable to the flightcrew.   NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	SEQUENCE	ITEM		REP	AIR ( NUM	CATEGORY BER INSTALLED JUMBER REQUIRED F		
33-01 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems  C - Individual lights may be inoperative provided remaining lights are:  a) Not on the Essential or Standby bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Positioned so that direct rays are shielded from flightcrew members' eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  33-02 Cabin Interior Illumination System  1) Passenger and Combi Configurations Without Photoluminescent Escape Path	33. LIGHTS							
Flight Compartment and Instrument Lighting Systems  Provided remaining lights are:  a) Not on the Essential or Standby bus, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Positioned so that direct rays are shielded from flightcrew members' eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  33-02  Cabin Interior Illumination System  1) Passenger and Combi Configurations Without Photoluminescent Escape Path  C - Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	Sequence No.	Item	1	2	3	4		Change Bar
33-02 Cabin Interior Illumination System  1) Passenger and Combi Configurations Without Photoluminescent Escape Path  Cabin Interior Illumination System  C - Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	33-01	Flight Compartment and Instrument Lighting	С	-	-	provided remaining light a) Not on the Esse bus, b) Sufficient to clear required instrumt and other device are provided, c) Positioned so the shielded from flight members' eyes, d) Lighting configurations intensity is accessifications.	ntis are: ntial or Standby arly illuminate all nents, controls, es for which they at direct rays are ghtcrew and ration and ptable to the	-
(Continued)	33-02	Illumination System  1) Passenger and Combi Configurations Without Photoluminescent Escape Path	С	-	_	and/or annuncia are excluded from	etions/indications om this relief. e inoperative of ing is sufficient	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTE	R MINIMUM EQUIPMENT	TIICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	IN WIIMIWIUW EQUIPWENT	LIST
AIRCRAFT:	B727-100/200				IO. 49a 6/29/2017	PAGE NO. 33-2	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR ( NUM	CATEGORY BER INSTALLE NUMBER REQI	ED UIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4		Change Bar
33-02	Cabin Interior Illumination System (Cont'd)  2) Passenger and Combi Configurations With Photoluminescent Escape Path Marking Systems	С	-	-	provided:  a) Remain for calculation for calcu	ts may be inoperative ining lighting is sufficient oin attendants to perform uties, and pproved minimum table lighting levels ed in one of the following nents are complied with: A engineering approval ter, A-approved report of the pe Design holder, nitations and Conditions ction of the applicable pplemental Type ertificate (STC), or FAA-approved report corporated in the Master awing List for the plicable STC.	
	3) Cargo Configurations (Including AEI STC SA1798SO)  a) Cargo Door Floodlights	С	2	0	operations pro procedures ar	operative for night ovided alternate re established and used. rative for day operations.	
	b) Cabin Interior Lights	С	-	0	Individual light	ts may be inoperative cient lighting remains for s to perform their duties.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			СТ
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIS	SI.
AIRCRAFT:	3727-100/200				NO. 49a PAGE NO. 33-3	
		мм	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
33. LIGHTS				1		
Sequence No.	Item	1	2	3	4	Change Bar
33-03	Passenger Lighted Information Signs (No Smoking/ Fasten Seat Belt/ Return to Seat)	С	-	-	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Associated passenger seat,</li> <li>cabin attendant seat, or lavatory</li> <li>is not occupied from which a</li> <li>lighted information sign is not</li> <li>readily legible, and</li> </ul> </li> <li>b) Associated seat or lavatory is blocked and placarded  "DO NOT OCCUPY".</li> </ul> NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. <ul> <li>(O) May be inoperative and associated passenger seat, cabin attendant seat, or lavatory may be occupied provided: <ul> <li>a) PA system operates normally, and</li> <li>and</li> </ul> </li> </ul>	
	Aural Tone Feature	С	1	0	<ul> <li>b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.</li> </ul>	
	2) All-Cargo, Supernumerary/ Courier Area Lighted Information Sign	С	-	0		
33-04	AFT AIRSTAIR Compartment Service Light System	С	1	0		
33-05	Cargo Compartment Lights	С	-	0		

AIRCRAFT:	AVIATION ADMINISTRATIO				O. 49a	PAGE NO.
	B727-100/200		DAT	E: 0	6/29/2017	33-4
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. 1		NUM		UIRED FOR DISPATCH
22 LICUTE					4. REMARKS	OR EXCEPTIONS
33. LIGHTS Sequence No.	Item	1	2	3	4	10
33-06	Wheel Well Lights	•		3	4	
33-00	vvneer vven Lights					
	1) Main Wheel Lights	С	-	0		
	2) Nose Wheel Well Light(s)	С	-	1	Nose Gear Do	rative provided the own Lock Light (Aft Light), e nose gear down lock, nally.
33-07 ***	High Intensity Oscillating or Strobe Navigation Lights	D	-	0		
33-08	Anti-Collision Beacon	С	2	1	operations pro	be inoperative for night ovided strobe anti-collision inted lights) are installed normally.
		С	2	0	operations pro Honeywell air system, or ap	inoperative for night ovided Minneapolis planes recognition light proved equivalent, is operates normally.
		С	2	0	All may be inc	
33-09	Wing Illumination Lights	С	2	0		operative provided ground dures do not require their
33-10	Landing Lights	С	4	2	One on each night operatio	side may be inoperative for ns.
		С	4	0	All may be inc	
33-11 ***	Taxi Light	С	-	0		
33-12	Runway Turnoff Lights	С	2	0		

AIRCRAFT:	3727-100/200	N RE'			IO. 49a 6/29/2017	PAGE NO. 33-5	
	5/2/-100/200	2424				33-3	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR ( NUM		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang Bar
33-13	Position Lights (Wing Tips and Tail)						
	1) Bulbs	С	-	4	night operation minimum light a) One s b) One s bulb, a c) One s	ulbs may be inoperative for ons provided the following its operate normally: stationary red wing tip bulb, stationary green wing tip and stationary white tail light at wing tip position.	
		С	-	0	All may be ind day operation		
33-14	DELETED						
33-15	Interior Emergency Lighting System						
	Combi (Mixed) or All-Cargo Configurations Only	С	-	-	cargo areas p a) No on during b) Flight	nts may be inoperative in provided: ne occupies those areas g flight, and deck and forward entrance exit lights operate normally.	

AIRCRAFT:	VIATION ADMINISTRATION 3727-100/200			_	IO. 49a 6/29/2017	PAGE NO. 33-6
•	3121 100/200	ММ			E KEY	00 0
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR ( NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS
33. LIGHTS					TA. INDIVIDURE	OK EXCEPTIONS
Sequence No.	Item	1	2	3	4	Ch
33-16	Exterior Emergency Lighting System					
	Passenger Combi and All-Cargo Configuration	В	1	0	May be inope	erative for day operations.
	2) All-Cargo Operations	В	1	0	operations pro	erative for all-cargo night ovided the forward entry slide lights operate
	a) Forward Entry Door Escape Slide Lights	В	-	0	May be inope	rative for day operations.
		В	-	0	provided the i system lights or the left forv	erative for night operations interior emergency exit over the cockpit entry door ward entry door of the emovable (for emergency ts.

AIRCRAFT:	VIATION ADMINISTRATIO	_			IO. 49a	PAGE NO.
<u> </u>	3727-100/200		DAT	E: 0	6/29/2017	33-7
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALL	UIRED FOR DISPATCH
NO.				J. 1		OR EXCEPTIONS
33. LIGHTS						
Sequence No.	Item	1	2	3	4	Cha B
33-17	Floor Proximity Emergency Escape Path Marking System					
	1) Incandescent Lighting System	С	1	1	provided FAA acceptable lig one of the foll complied with a) FAA e b) FAA-a Design c) Limital section Supple (STC) d) An FA incorp Drawin STC.	engineering approval letter, approved report of the Type in holder, tions and Conditions in of the applicable emental Type Certificate , or A-approved report porated in the Master ing List for the applicable
	2) Photoluminescent Lighting System	С	1	1	operate Components provided FAA acceptable lig one of the foll complied with  a) FAA e b) FAA-a Design c) Limitate section Supple (STC) d) An FA incorp Drawin STC.	may be inoperative a-approved minimum ghting levels specified in lowing documents are a: engineering approval letter, approved report of the Type in holder, itions and Conditions in of the applicable emental Type Certificate , or iA-approved report iorated in the Master ing List for the applicable equired for all-cargo

SYSTEM & SEQUENCE NO.	B727-100/200 ITEM	_	EL T		6/29/2017 33-8							
SEQUENCE NO.  33. LIGHTS Sequence No.	ITEM	_		MMEL TABLE KEY								
SEQUENCE NO.  33. LIGHTS Sequence No.	ITEM	1. 1	ベヒビ									
Sequence No.				MUN	R CATEGORY  JMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS							
Sequence No.	33. LIGHTS											
33-18	Item	1	2	3	4	Chang						
***	Master Caution System Annunciator Lights, Left and Right (Pilot's Glareshield)	С	-	-	(O) One may be inoperative for normally operating systems.	<u> </u>						
33-19 ***	Logo Lights	D	-	0								
33-20 ***	Sterile Cockpit Light System (Add On System)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.							
33-21	Aft Airstair Tread Lights	С	-	0								
33-22	Master Dim and Test System											
	1) Test Function	С	1	0	(M) May be inoperative provided the intended function of the associated light(s) is verified.							
	2) Dim Function	С	1	0	May be inoperative provided:  a) Bright function operates normally, and b) Light intensity is acceptable to the crew.							

	VIATION ADMINISTRATION		,,,,,,		10. 10		
AIRCRAFT:	3727-100/200	RE			IO. 49a PAGE NO. 6/29/2017 34-1		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.  34. NAVIGA	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Chang	
34-01	True or Calibrated Airspeed indicator (Both Analogue and EFIS)	C	1	0		Bar	
34-02	Airspeed Indicators (IAS)						
***	Basic Indications     (Pointers and     Manual Mode Flag)	С	2	2	<ul> <li>(M)(O) Mode Selector indicator at copilot's station ONLY may be inoperative, and a standard airspeed indicator substituted, provided: <ul> <li>a) Both Mach/Airspeed warning systems operate normally,</li> <li>b) Red Line is marked on glass at 350 KIAS, and</li> <li>c) A placard is placed next to instruments stating "Red Line is the limit for Mode B operation except when existing limit speed pointer (Barber Pole) is lower".</li> </ul> </li> </ul>		
***	Integral Airspeed     Reference Bug	A	2	1	One may be inoperative provided repair or replacement is made within 3 flight days.		
***	<ol> <li>External Airspeed Bugs</li> </ol>	С	-	1	May be inoperative provided alternate procedures are established and used.		
***	Digital Airspeed     Readout	С	-	0			
34-03	Mach Indicators						
	Basic Mach Indications	С	-	1	All but one may be inoperative provided one Mach/Airspeed warning system operates normally.		
		С	-	0	All may be inoperative provided operating altitude is limited to FL 330 or below.		
	2) Mach OFF Flag	С	-	0	May be inoperative provided all basic indicators are considered inoperative.		

AIRCRAFT:	VIATION ADMINISTRATIO				O. 49a	PAGE NO.	
<u> </u>	3727-100/200				6/29/2017	34-2	
		_			E KEY		
SYSTEM &		1.1			CATEGORY BER INSTALLI	En	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		Chan
34-04	Mach/Airspeed Warning Systems						
	1) B727-100/200 and 727-100QF	В	2	1		noperative provided speed ss than M .88.	
	2) Valsan B727-100/200RE and Airplanes With STCs ST00488SE or ST00507SE	В	2	1		noperative provided speed ess than M .85.	
	3) B727-100/200 and 727-100QF	В	2	0	provided:  a) Both M norma b) The fo observ 1) V <sub>m</sub>	may be inoperative  Machmeters operate Illy, and Illowing speed limits are ved: 10 – 320 KIAS below 1260. 10 – .78 above FL 260.	
		В	2	0	overspeed wa malfunctioned earlier than so	may be inoperative if the arning system during flight by sounding cheduled; operations are eds below the warning	
		В	2	0	the warning sym .86 provide deactivated by circuit breake Vmo/Mmo spee a) Vm FL b) Mn NOTE: If the cis dual	ems may be inoperative if ystem sounded below of the system is y pulling the associated or then observing the d limits shown below:  10.0 – 320 KIAS below  10.0 – .78 above FL 260.  11.0 perating warning system of (A/B) mode, only the ed mode is required to	
						te normally.	

AIRCRAFT:	/IATION ADMINISTRATIO 3727-100/200				IO. 49a 6/29/2017	PAGE NO. 34-3	
	3/2/-100/200	NA NA				34-3	
					.E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM				BER INSTALL	ED	
NO.	I I CIVI			3.1		UIRED FOR DISPATCH	
04 NAVIOAT	TON				4. REMARKS	OR EXCEPTIONS	
34. NAVIGAT	Item	1	2	3	4		Chang
		•		3	4		Bar
34-04	Mach/Airspeed Warning Systems (Cont'd)						
	4) Valsan B727-100/200RE Only	В	2	0	provided:  a) Both M norma b) The formation observed to the served to th	Machmeters operate ally, and ollowing speed limits are ved:  10 – 320 KIAS below  1260.  10 – .78 above FL 260.	
		В	2	0	the overspeed malfunctioned earlier than so	ems may be inoperative if d warning system d during flight by sounding cheduled; operations are eds below the warning	
		В	2	0	the warning s M .85 provide deactivated b circuit breake V <sub>mo</sub> /M <sub>mo</sub> spee a) V <sub>m</sub> FL b) M <sub>r</sub> NOTE: If the is dua select	ems may be inoperative if ystem sounded belowed the system is y pulling the associated rethen observing the definites shown below:  10 – 320 KIAS below  260.  10 – .78 above FL 260.  11 (A/B) mode, only the ed mode is required to the normally.	

		TION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	
AIRCRAFT:		7-100/200	RE\			NO. 49a PAGE NO. 34-4	
	ובוט	-100/200	BABA				
.01-(9-2-9-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-			_			LE KEY CATEGORY	
SYSTEM &		ITEN 4				IBER INSTALLED	
SEQUENCE NO.	•	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH	
W1082010						4. REMARKS OR EXCEPTIONS	
34. NAVIGA	1		1 .	1 _	1 _	1.	Chang
Sequence No.	Item		1	2	3	4	Bar
34-05	Alt	imeters					
	1)	Basic Altimeters	С	-	2	May be inoperative provided:  a) One altimeter operates normally at each pilot station, and b) At least one of the above is a pneumatic, or servo pneumatic altimeter.	
***	2)	Servo Pneumatic Altimeter Mode	С	-	0	(M) May be inoperative provided Altimeter remains in the pneumatic mode.	
	3)	Standby Pneumatic Altimeter	С	-	0	May be inoperative provided at least one of the pilot's altimeters is a pneumatic or servo-pneumatic (switchable) altimeter.	
	4)	Air Data Display Unit (ADDU) Static Source Error Correction (SSEC) Mode (STC ST01011SE)	С	1	0	(O) May be inoperative provided operations or procedures do not require its use.	
34-06	Alt	imeter Vibrators					
	1)	Servo-Pneumatic	С	2	1	One may be inoperative provided associated air data computer function is installed and operating normally.	
	2)	Pneumatic	С	2	1	One may be inoperative provided VMC exists at departure and arrival airports.	
	3)	Pneumatic (With Two Electric Altimeters)	С	1	0	May be inoperative provided VMC exists at departure and arrival airports.	
		a) Analogue Instrument System	С	1	0	May be inoperative provided VMC exists at departure and arrival airports.	
		b) EFIS Instrument System	С	1	0	May be inoperative provided VMC exists at departure and arrival airports.	
						(Continued)	

AIRCRAFT:	AVIATION ADMINISTRATIO		/ כור	)NI N	O. 49a PAGE NO.	
AINONAL L	B727-100/200	IXL			6/29/2017 34-5	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.		1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH		1	
34. NAVIGA	ATION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan Bar
34-06	Altimeter Vibrators (Cont'd)					Dal
	One Pneumatic     and One     Servo-Pneumatic	С	2	1	Servo-pneumatic may be inoperative provided associated air data computer function is installed and operating normally.	
		С	2	1	Pneumatic may be inoperative provide VMC exists at departure and arrival airports.	ed
34-07	DELETED					
34-08 ***	Static Air Temperature Gauge (Both Analogue and EFIS)	D	1	0	May be inoperative provided Total Air Temperature or Ram Air Temperature gauge operates normally.	
34-09 ***	Ram Air Temperature Gauge	D	1	0	May be inoperative provided Total Air Temperature or Static Air Temperature gauge operates normally.	e
34-10	Total Air Temperature Gauge (Both Analogue and EFIS)	С	1	0	May be inoperative provided Ram Air Temperature or Static Air Temperature gauge operates normally.	9
34-11	DELETED					
34-12	Standby Attitude Indicator	С	-	0	May be inoperative provided not required by 14 CFR.	
		В	1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.	
34-13 ***	Angle of Attack Indicators	D	-	0		

RTMENT OF TRANSPORTA	TIOI	N		MASTE	ER MINIMI IM EOLIIDMENT	LIST
VIATION ADMINISTRATIO	N			MASTE	IN MINIMONI EQUIT MENT	LIGI
B727-100/200					PAGE NO. 34-6	
	мм	EL T	ABL	E KEY		
ITEM		2.1	MUV	BER INSTALLI	ED	
I I EIVI			3.1			
				4. REMARKS	OR EXCEPTIONS	
TION	1	1	1			Tai
Item	1	2	3	4		Change Bar
Turn and Bank Indicators						
Rate of Turn     Indicators	С	2	1			
	С	2	0			
DELETED						
Non-Stabilized Magnetic Compass	В	1	0	combination of	of three gyro or INS (IRU)	
	В	1	0	a) Any co INS (II Syster b) Airplar Dual II Capab Radar	ombination of two gyro or RU) stabilized Compass ms operate normally, and ne is operated with ndependent Navigation bility and under Positive Control by ATC on the	
	В	1	0	are entirely wi unreliability pr two Stabilized are installed, used in conjui	ithin areas of magnetic rovided at least discretional Gyro Systems operate normally, and nction with approved Free	
	TION  Item  Turn and Bank Indicators  1) Rate of Turn Indicators  DELETED  Non-Stabilized Magnetic	MM ITEM  TION  Item I Turn and Bank Indicators  1) Rate of Turn Indicators  C  DELETED  Non-Stabilized Magnetic Compass  B	REVISION   REVISION   REVISION   DATE	Non-Stabilized Magnetic Compass   Non-Stabilized Magnetic Compass   Non-Stabilized Magnetic Compass   Non-Stabilized Magnetic   Non-Stabilized Mag	MASTE    Maste	MASTER MINIMUM EQUIPMENT  MINIMUM EQUIPMENT  REVISION NO. 49a DATE: 06/29/2017  MMEL TABLE KEY  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  TION  Item 1 2 3 4  Turn and Bank Indicators  1) Rate of Turn Indicators  C 2 1 Turn function of one instrument may be inoperative for VMC flight.  C 2 0 May be inoperative provided the Standby Horizon indicator operates normally.  DELETED  Non-Stabilized Magnetic Compass  B 1 0 (O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized Compass Systems are operative.  B 1 0 (O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.

	AVIAI	ION ADMINISTRATIO		/101/	7111	10. 400	DACENO	
AIRCRAFT:	B727	<b>7-100/200</b>	KE'			IO. 49a 6/29/2017	PAGE NO. 34-7	
			MM	EL T	ABL	E KEY		
SYSTEM &			1. F			CATEGORY		
SEQUENCE		ITEM		2.1		BER INSTALL		
NO.					3.1		QUIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION	l		<u> </u>	<u> </u>	T. INEMINATOR	O OT EXOLI HONO	
Sequence No.	Item		1	2	3	4		Chang
34-17	Flig	ght Director Systems	С	-	0		erative provided approach do not require its use.	
							node which operates ally may be used.	
***	1)	Go-Around Switches	С	-	0		erative provided approach do not require their use.	
***		a) Go-Around Annunciation	С	-	0	a) G/A for b) Appro	erative provided: unction is not used, and bach minimums do not re its use.	
***	2)	Altitude Hold Mode (ALT/ALT HOLD)	С	-	0			
***	3)	Go-Around Mode (G/A)	С	-	0			
***	4)	Nav Back Course Mode (NAV BACK)	С	-	0	•	erative provided approach o not require its use.	
***	5)	VOR/LOC Mode (NAV/LOC)	С	-	0	•	erative provided approach o not require its use.	
***	6)	NAV Mode (NAV)	С	-	0			
34-18	Eq	stance Measuring uipment (DME) stems	D	-	-		s of those required by be inoperative.	
34-19		arker Beacon stems	С	-	-		erative provided approach do not require its use.	
***	1)	Excess Items	D	-	0			
34-20		ppler Navigation stem	С	-	-	As required t	by 14 CFR.	
***	1)	Excess Items	D	_	0			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N						
FEDERAL A	VIATION ADMINISTRATION	N			MASTER MINIMUM EQUIPMENT LI	IST			
AIRCRAFT:	VIATION ADMINIOTRATIC	_	VISIO	ON N	IO. 49a PAGE NO.				
	3727-100/200		DAT	E: 0	6/29/2017 34-8				
		_			E KEY				
SYSTEM &		1. 1		AIR CATEGORY NUMBER INSTALLED					
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				4. REMARKS OR EXCEPTIONS					
34. NAVIGA	TION								
Sequence No.	Item	1	2	3	4	Change Bar			
34-21	Weather Radar	С	-	-	As required by 14 CFR.				
	1) Map	С	-	0					
	2) Test	С	-	0	(O) May be inoperative provided an alternate means is developed and used to verify system operates normally.				
***	3) Windshear Detection and Avoidance System	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedure are established and used, and</li> <li>b) Windshear Warning and Guidance System operates normally.</li> </ul>				
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Takeoffs and landings are not conducted in known or forecast windshear conditions.</li> </ul>				
	4) Display(s)	С	-	1					
***	5) Excess Items	D	-	0					
34-22	Radio Compass (ADF) Systems	С	-	-	As required by 14 CFR.				
***	1) Excess Items	D	-	0					
34-23	VHF Navigation Systems (VOR/ILS)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.				
***	1) Self-Test	D	-	0					
***	Frequency Transfer Light	С	-	0					
***	<ol> <li>Frequency Transfer Switch</li> </ol>	С	-	0					
	4) Frequency Selectors	С	-	-	One per each VHF Nav required by 14 CFR must operate normally.				
	5) Frequency Indicators	С	-	-	One per each VHF Nav required by 14 CFR must operate normally.				

AIRCRAFT:	VIATION ADMINISTRATIO		<u>/ S</u>  /	N NC	O. 49a PAGE NO.	
	3727-100/200				6/29/2017 34-9	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			
34. NAVIGA	TION					
Sequence No.	Item	1	2	3	4	Chang Bar
34-24	ATC Transponders and Automatic Altitude Reporting Systems	В	-	0	May be inoperative provided:  a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	I
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	Elementary and     Enhanced Downlink     Aircraft Reportable     Parameters Not     Required by 14 CFR	A	-	0	May be inoperative provided:  a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	I
***	ADS-B Squitter     Transmissions	A	-	0	May be inoperative provided:  a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	       
34-25	Instrument Comparator Warning Systems	С	-	0	May be inoperative provided approach minimums do not require its use.	
34-26	Air Data Systems (KIFIS or CADC)	С	-	-	May be inoperative provided:  a) Dispatch deviation for affected equipment are observed, and b) All affected equipment is listed in this column of the individual operator's MEL.	
***	Flight Deck     Self-Test Switches	С	-	0	(M) May be inoperative provided an alternate test procedure is established and used.	

AIRCRAFT:	B727-100/200	RE'			IO. 49a PAGE NO. 6/29/2017 34-10
	D121-100/200	BABA			.E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Char Ba
34-27	Altitude Alerting System	A	-	0	(O) May be inoperative provided:  a) Autopilot with altitude hold and altitude capture operates normally,  b) Enroute operations (i.e., RVSM) do not require its use,  c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and  d) Repairs are made within 3 flight days.
		С	-	0	May be inoperative provided it is not required by 14 CFR.
	1) Dimming Feature	A	-	0	May be inoperative (failed) in the Bright Mode for day operations provided operations are limited to 3 flight days before repair is made.
		A	-	0	May be inoperative (failed) in the Dim Mode for night operations provided operations are limited to 3 flight days before repair is made.
	2) Aural Alert	С	-	0	May be inoperative provided:  a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
	3) Visual Alert	С	-	0	May be inoperative provided:  a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.

AIRCRAFT:		N ADMINISTRATIO				O. 49a	PAGE NO.		
	B727-10	00/200		DAT	E: 0	6/29/2017	34-11		
						E KEY			
SYSTEM &			1.1	REPAIR CATEGORY  2. NUMBER INSTALLED					
SEQUENCE NO.							UIRED FOR DISPATCH		
NO.					90000	4. REMARKS	OR EXCEPTIONS		
34. NAVIGA	TION								
Sequence No.	Item		1	2	3	4		Chang Bar	
34-28	Radio Syster	Altimeter ms							
	(A	dications nalogue and FIS)	С	-	0	minimums or	erative provided approach operating procedures e use of the indicator(s).		
	a)	Decision Height (DH) Annunciation, Set Indication, Set Control	С	-	0		erative provided approach operating procedures e its use.		
	,	eceiver/Transmitter /T) Units							
	a)	Dual R/T Units	С	2	1	a) Failed does ( GPW) b) Appro proce	erative provided: I R/T Unit, by design, not provide inputs to the S, and each minimums or operating dures do not require use of indicator.		
			A	2	0	a) Disparinoper inoper procedure failed c) Operation	erative provided: tch deviation for GPWS rative is observed, each minimums or operating dures do not require use of indicators, and ations are limited to not than 2 flight days before is made.		
	b)	Single R/T Units	A	1	0	a) Dispa inoper b) Appro proce- failed c) Opera more	erative provided: tch deviation for GPWS rative is observed, each minimums or operating dures do not require use of indicators, and ations are limited to not than 2 flight days before is made.		

FEDERAL A	VIATION ADMINISTRATIO	N				R MINIMUM EQUIPMENT I	
AIRCRAFT:	B727-100/200	RE'			IO. 49a 6/29/2017	PAGE NO. 34-12	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
34. NAVIGA	TION		,				
Sequence No.	Item	1	2	3	4		Chang Bar
34-28	Radio Altimeter Systems (Cont'd)  3) Radio Altimeter Indications on EADI (EFIS Instrument System)	A	2	0	a) Dispato inopera	rative provided: ch deviation for GPWS ative is observed, ach minimums or operating	
	· ·				procedo use, an c) Operati more th repair is	ures do not require its nd ions are limited to not nan 3 flight days before s made.	
	4) R/A Test Switch(es)	С	-	0		operative provided an procedure is established	
34-29	Ground Proximity Warning System (GPWS)	A	1	0	a) Alterna establis	operative provided: Ite procedures are Shed and used, and Is are made within Idays.	1
	1) (Modes 1—4)	A	4	0	a) Alterna establis	operative provided: Ite procedures are Shed and used, and She are made within days.	
	2) Test Mode	A	1	0	a) GPWS and	ative provided: is considered inoperative, s are made within days.	
	3) Glideslope Deviation (Mode 5)	С	-	1			İ
		В	-	0			
					(Continued)		

34-29 Ground Proximity Warning System (GPWS) (Cont'd)  ****  4) Advisory Callouts  B - 0 (O) May be inoperative provided alternate procedures are established and used.  C - 0 (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.  ***  5) Windshear Warning and Flight Guidance System  B 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  ***  6) Terrain Awareness And Warning System (TAWS)  ***  a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  b) Terrain Display Functions  c - 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	O. 49a PAGE NO.	
SYSTEM & SEQUENCE NO.  1 REPAIR CATEGORY 2 NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  34- NAVIGATION  Sequence No.   Item	F	3727-100/200		DAT	E: 0	6/29/2017 34-13	
SYSTEM & SEQUENCE NO.  ITEM   2   NUMBER INSTALLED   3. NUMBER REQUIRED FOR DISPATCH   4. REMARKS OR EXCEPTIONS    34. NAVIGATION   1   2   3   4     Other    34-29   Ground Proximity Warning System (GPWS) (Cont'd)			MM	EL T	ABL	E KEY	
Sequence No.   Item	SEQUENCE	ITEM	1. i		MUŅ	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
34-29 Ground Proximity Warning System (GPWS) (Cont'd)  ****  4) Advisory Callouts  B - 0 (O) May be inoperative provided alternate procedures are established and used.  C - 0 (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.  ****  5) Windshear Warning and Flight Guidance System  B 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  ***  6) Terrain Awareness And Warning System (TAWS)  ***  a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  b) Terrain Display Functions  c - 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	34. NAVIGA	TION					
Warring System (GPWS) (Cont'd)  *** 4) Advisory Callouts  B - 0 (O) May be inoperative provided alternate procedures are established and used.  C - 0 (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.  *** 5) Windshear Warning and Flight Guidance System  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  *** 6) Terrain Awareness And Warning System (TAWS)  *** a) Fonward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  C - 1   0 (O) May be inoperative provided: a) Alternate procedures are established and used.  (O) May be inoperative provided: a) Alternate procedures are established and used.	Sequence No.	Item	1	2	3	4	Change Bar
4) Advisorly Calidus  C - 0 (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.  *** 5) Windshear Warning and Flight Guidance System  B 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  *** 6) Terrain Awareness And Warning System (TAWS)  *** a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions b) Terrain Display Functions  b) Terrain Display Functions	34-29	Warning System (GPWS)					
a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.  *** 5) Windshear Warning and Flight Guidance System  B 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  *** 6) Terrain Awareness And Warning System (TAWS)  *** a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  C - 1   CO   May be inoperative provided alternate procedures are established and used.	***	4) Advisory Callouts	В	-	0	alternate procedures are established	   
and Flight Guidance System  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.  C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  *** 6) Terrain Awareness And Warning System (TAWS)  *** a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  C - 1   C) (May be inoperative provided alternate procedures are established and used.			С	-	0	<ul><li>a) Advisory callout not required by</li><li>14 CFR, and</li><li>b) Alternate procedures are</li></ul>	
a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.  ***  a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  A) Alternate procedures are established and used, and used.  (O) May be inoperative provided alternate procedures are established and used.	***	and Flight Guidance	В	1	0	<ul><li>a) Alternate procedures are established and used, and</li><li>b) Windshear Detection and Avoidance System operates</li></ul>	
And Warning System (TAWS)  ***  a) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  C - 1  R - 0			С	1	0	<ul> <li>a) Alternate procedures are established and used, and</li> <li>b) Takeoffs and landings are not conducted in known or forecast</li> </ul>	I
Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions  b) Terrain Display Functions  C - 1	***	And Warning					
Functions	***	Terrain Avoidance (FLTA) and Premature Descent Alert	В	1	0	alternate procedures are established	
B - 0 (Continued)			С	-	1		
			В	-	0	(Continued)	- 1

FEDERAL A	VIATION ADMINISTRATIO	<u>N</u>				
AIRCRAFT:	B727-100/200	RE'			O. 49a PAGE NO. 6/29/2017 34-14	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
34-29	Ground Proximity Warning System (GPWS) (Cont'd)					Jan
	7) Runway Awareness and Advisory System (RAAS)	С	1	0		   
34-30 ***	Speed Command System	D	1	0	May be inoperative provided approach minimums or operating procedures are not dependent upon its use.	
34-31	Long Range Navigation Systems (Other Than INS (i.e., Loran, Omega))	С	-	-	As required by 14 CFR.	
***	1) Excess Items	D	-	0		
34-32 ***	Performance Data Computer System	D	-	0		
***	PDCS INOP Flag in Airspeed Indicator	D	-	0	May be inoperative provided Airspeed Bug Selector remains in manual mode.	
***	PDCS Command EPR System	D	1	0	May be inoperative provided EPR Setting Controls remain in manual mode.	
***	3) PDCS EPR Bugs	D	3	0	May be inoperative provided associated EPR Setting Control remains in manual mode.	
34-33 ***	Inertial Navigation System (INS)	С	-	-	As required by 14 CFR.	
***	1) Excess Items	D	-	-		
***	2) Auxiliary Drift Angle/Ground Speed Indicator (Separate From INS CDU) (Add On Indicator)	С	-	0		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		144 OTED 1415 II 144 E OLUDNES IT.	
FEDERAL A	VIATION ADMINISTRATION	ON			MASTER MINIMUM EQUIPMENT L	.IST
AIRCRAFT:	3727-100/200				O. 49a PAGE NO. 6/29/2017 34-15	
		мм	FL T	ΆΒΙ	E KEY	
SYSTEM & SEQUENCE	ITEM		REP	AIR ( NUM	CATEGORY BER INSTALLED	
NO.			NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS			
34. NAVIGA	TION		1	1		Change
Sequence No.	Item	1	2	3	4	Bar
34-34 ***	Flight Director Go-Around Switches	D	-	-	Moved to item 34-17, Revision 35.	
34-35	Microwave Landing System (MLS)	С	-	-	As required by 14 CFR.	
***	1) Excess Items	D	-	0		
34-36 ***	Head-Up Display System (HUD)	D	-	-	May be inoperative provided approach procedures do not require its use.	
					NOTE: Any mode which operates normally may be used.	
34-37	RMI Systems (Both Analogue and EFIS)					
	1) Compass Cards	С	-	1	One may be inoperative provided:  a) Associated HSI operates normally, and b) Remaining RMI operates normally.	
					NOTE: FOEB Policy requires both pilot's HSIs to operate normally.	
	VOR/ADF Pointer Indication	С	-	1	May be inoperative provided other VOR/ADF system(s) operate normally and meet 14 CFR requirements.	
34-38 ***	Metric Altimeter	D	-	0		
34-39	True or Calibrated Airspeed Indicator				Deleted, Revision 33c. Combined with item 34-1.	
34-40	Airspeed Vibrator	С	2	0		

U.S. DEPAR	тме	ENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIAT	TION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		7-100/200		_		NO. 49a PAGE NO. 06/29/2017 34-16
			ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.		ITEM		REP	AIR ( NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	101	l				4. KEMAKKO OK EXCEL HONO
Sequence No.	Item	<u> </u>	1	2	3	4 Change Bar
34-41	Co Sy	affic Alert and Illision Avoidance stem CAS I and II)	В	-	0	(M) (O) May be inoperative provided:  a) System is deactivated and secured, and b) Enroute and approach procedures do not require its use.
			С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Not required by 14 CFR,</li> <li>b) System is deactivated and secured, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>
	1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	С	2	1	May be inoperative on the non-flying pilot side provided:  a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
	2)	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on non-flying pilot side.
			С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Traffic Alert (TA) visual display elements and audio functions are operative,</li> <li>b) TA only mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>
	3)	Traffic Alert (TA) Display System(s)	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) RA visual display and audio functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>
	4)	Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require its use.
***	5)	Airspace Selection Function	С	-	0	

AIRCRAFT:	AVIATION ADMINISTRATIO :		VISIO	ON N	O. 49a PAGE NO.
	B727-100/200				6/29/2017 34-17
		MM	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.		1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS			BER INSTALLED NUMBER REQUIRED FOR DISPATCH
34. NAVIGA	ATION		<u>'</u>		
Sequence No.	Item	1	2	3	4 Chan Bai
34-42 ***	Windshear Detection and Guidance Systems	С	-	0	(O) May be inoperative provided alternate procedures are established and used.
34-43	Attitude Reference Systems (Vertical Gyro, INS, IRU)	С	-	2	May be inoperative provided:  a) An independent attitude reference source is available to each ADI, and b) Attitude reference switching and selection capability is normal.
34-44 ***	Auxiliary Vertical Gyro	D	-	0	
34-45	Instrumental Source Select Switches (EFIS) (STC)	С	-	-	May be inoperative provided:  a) Associated instruments operate from isolated sources, and b) Inoperative switches are not moved in flight.
34-46 ***	Flight Profile Advisory System (FTA-80)	С	1	0	
34-47	EFIS Cooling Fans (STC SA 7942SW)				
	Captain's Front     Instrument Panel     EFIS Fans	A	2	1	<ul> <li>(M) One fan may be inoperative provided:</li> <li>a) Operation of the remaining fan is verified before each departure,</li> <li>b) Unpressurized flight is not contemplated, and</li> <li>c) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>
	2) First Officer's Front Instrument Panel EFIS Fans	A	2	1\	<ul> <li>(M) One fan may be inoperative provided:</li> <li>a) Operation of the remaining fan is verified before each departure,</li> <li>b) Unpressurized flight is not contemplated, and</li> <li>c) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>

AIRCRAFT:	VIATION ADMINISTRATION 		/ISIC	ON N	O. 49a PAGE NO.				
	B727-100/200		DAT	E: 0	6/29/2017 34-18				
					E KEY				
SYSTEM & SEQUENCE	ITEM	1. F		NUM	AIR CATEGORY NUMBER INSTALLED				
NO.				3.1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				
34. NAVIGA				ı		Chan			
Sequence No.	Item	1	2	3	4	Bar			
34-48	Comparator Reset Switch (STC SA 7942SW)	С	2	0	Either pilot's switch may be inoperative provided the associated comparator is considered inoperative.				
34-49 ***	Global Positioning System	D	-	0	May be inoperative provided procedures do not require its use.				
34-50 ***	Flight Director Approach Progress Display Panel	С	2	0	May be inoperative provided associated flight director mode is considered inoperative and not used.				
34-51 ***	Radio Altimeter Altitude Display (Rising RWY in ADI)	С	2	0	May be inoperative provided approach minimums do not require its use.				
34-52	Horizontal Situation Indicators (HSI)								
	a) Glide Slope	С	2	0	May be inoperative provided approach procedures do not require it use (i.e., ILS procedures are not required).				
	b) TO-FROM Indicator	С	2	0	May be inoperative provided RMI VOR needle on the respective pilot's instrument panel operates normally.				
	c) INS Indication								
***	a) Waypoint ALERT Light	С	2	1					
***	b) TRUE/MAG Heading Annunciator	С	2	1	One may be inoperative provided INS Annunciator operates normally.				
***	c) Miles-To-Go/ Ground Speed	С	2	1					
***	d) INS Annunciator	С	2	1	One may be inoperative provided TRUE/MAG Heading Annunciator operates normally.				

	B727-100/200	RE	REVISION NO. 49a PAGE NO. 34-19						
	5/2/-100/200	NANA				34-19			
SYSTEM & SEQUENCE	ITEM		MEL TABLE KEY  REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH						
NO						S OR EXCEPTIONS			
34. NAVIGA	T	<u> </u>	1 -		T .		Chan		
Sequence No.	Item	1	2	3	4		Bar		
34-53	Attitude Director Indicator (ADI)	r							
***	1) Course Devi	iation A	2	1	a) Cours assoc norma b) Opera more	inoperative provided: se deviation indicator in ciated HSI operates ally, and ations are limited to not than 3 flight days before r is made.			
		С	2	0	procedures of	erative provided approach do not require its use cedures are not required).			
***	2) Glide Slope Deviation Ind	dicator	2	1	a) Glide assoc norma b) Opera more	inoperative provided: slope indicator in ciated HSI operates ally, and ations are limited to not than 3 flight days before r is made.			
		C	2	0	procedures c	erative provided approach do not require its use cedures are not required).			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDFRAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VI/(TIOTY / (DIVIII VIOTTO (TIE	_	VISIO	N NC	NO. 49a PAGE NO.
1	3727-100/200		DAT	E: 0	06/29/2017 34-20
		_		LE KEY	
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2. 1		MBER INSTALLED  NUMBER REQUIRED FOR DISPATCH
NO.				0.,	4. REMARKS OR EXCEPTIONS
34. NAVIGA	ΓΙΟΝ				
Sequence No.	Item	1	2	3	4 Chang Bar
34-54 ***	EFIS Course Heading Panel (CHP) (STC SA 7942SW)  1) Course Control (CRS CTL)	С	2	0	primary course needle operates
	Functions  2) Course Direct	С	2	0	normally and can be controlled by the course knob.
	Control (PUSH CRS DIRECT) Functions				
	Elapsed Time (ET)     Functions	С	2	0	
	4) Heading Sync (PUSH HDG SYNC) Functions	С	2	0	
	5) Nav. Data (NAV DATA) Functions	С	2	0	
34-55 ***	EFIS Display Control Panel (DCP) (STC SA 7942SW)				
	Course Preselect (CRS PRE)     Functions	С	2	0	
	2) Course Active (CRS ACT) Functions	С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Associated active course is displayed on the EHSI, and</li> <li>b) Associated preselect and course transfer functions operate normally.</li> </ul>
	Bearing (BRG)     Functions	С	2	0	May be inoperative provided associated RMI bearing pointer operates normally.
		С	2	0	May be inoperative provided approach minimums do not require its use.
					(Continued)

AIRCRAFT:	VIATION ADMINISTRATIO B727-100/200		_	_	O. 49a PAG	GE NO. 34-21	
2121 100/200					E KEY	0121	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR ( NUM	CATEGORY BER INSTALLED	ED FOR DISPATCH	
34. NAVIGA	EXCEL HONO						
Sequence No.	Item	1	2	3	4		Chang Bar
34-55 ***	EFIS Display Control Panel (DCP) (STC SA 7942SW) (Cont'd)						
	4) Course Transfer (CRS XFR) Functions	С	2	0			
	5) Radar (RDR) Switches	С	2	1	One may be inope information can be operative system.	erative provided radar e displayed on the	
		С	2	0	May be inoperative radar is considered	e provided weather d inoperative.	
	6) DIM Functions	С	4	2	One may be inope provided display b acceptable to the f		
	7) Select/Range (SEL/RNG) Controls						
	a) Select Functions	С	2	0	selected in	e navigation sensor is the active mode, and I RMI bearing pointers	
	b) Range Functions	С	2	0			
	8) EHSI Mode Selectors (ARC, MAP, HSI)	С	2	0		e provided one EHSI in ARC or MAP mode weather radar.	
		С	2	0	May be inoperative radar is considered	e provided weather d inoperative.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT I	LIST
AIRCRAFT:	B727-100/200				O. 49a PAGE NO. 6/29/2017 34-22	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR ( NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
34. NAVIGA	TION				4. KEMAKKO OK EXCEL HONG	
Sequence No.	Item	1	2	3	4	Change Bar
34-56 ***	EFIS Self-Test Switches (STC SA 7942SW)	A	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) An alternate procedure is used to test the system prior to flight, and</li> <li>b) Operations are limited to not more than 1 flight day before repair is made.</li> </ul>	
34-57	Liquid Crystal Displays (LCD) (ADI and HSI) (STC ST01115AT)	A	4	3	<ul> <li>(M)(O) First Officer's lower LCD may be inoperative provided: <ul> <li>a) First Officer's RMI operates normally,</li> <li>b) Integrate mode is selected on First Officer's upper LCD,</li> <li>c) Approach minimums do not require its use, and</li> <li>d) Operations are limited to not more than 1 flight day before repair is made.</li> </ul> </li> </ul>	
34-58 ***	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	     
	2) CDTI Control Panel	D	-	0	May be inoperative provided:  a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	     
	4) Data Link Receivers	D	-	0		
	5) ADS-B Applications	D	_	0		ı
	,		L		1	-

U.S. DEPAR	TMENT OF TRANSPORTA	OIT	N		MASTE	R MINIMUM EQUIPMENT L	LIST
	VIATION ADMINISTRATIO				_		
AIRCRAFT:	B727-100/200	RE\			O. 49a 6/29/2017	PAGE NO. 34-23	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR C	CATEGORY BER INSTALLI JUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGA	TION				4. KEWAKKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
34-59	Navigation Management System	'	2	<u> </u>	-		Bar
	1) Navigation Databases	C			a) Currer used t prior to b) Proceo used t suitable used t c) Approc	at of currency provided: Int Aeronautical Charts are Into verify Navigation Fixes It dispatch, It dures are established and It overify status and It is of Navigation Facilities It of Sacretary It define route of flight, and It is ach Navigation Radios are It is ach Navigation Radios and It is ach Navigation Radios an	

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTEN WIINIVIOW EQUIFIVIENT LIST
AIRCRAFT:	B727-100/200	RE'			NO. 49a PAGE NO. 35-1
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
35. OXYGEN	N	<u>'                                    </u>			
Sequence No.	Item	1	2	3	4 Change Bar
35-01	Crew Oxygen System				Deleted prior to Revision 29.
35-02	Passenger/Persons Service Units	С	-	-	<ul> <li>(M) May be inoperative for unrestricted flight operations provided:</li> <li>a) No person(s) occupies the associated seat(s), and</li> <li>b) Seat(s) are blocked from occupancy.</li> </ul>
	Automatic Opening     Feature of Door     Latch(es)	В	-	-	<ul> <li>(M)(O) May be inoperative unlatched and taped closed provided: <ul> <li>a) PSU oxygen system operates normally,</li> <li>b) Flight operated at FL 250 or below, and</li> <li>c) Passenger(s)/person(s) occupying the seat(s) with the inoperative door latch(es) are briefed on oxygen mask access.</li> </ul> </li> </ul>
35-03	Flight Deck Oxygen Pressure Indicators				
	Crew Indicator     (Single Indicator On Flight Engineer's Panel)	A	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Before each departure, alternate procedure is used to verify oxygen supply is above minimum required for dispatch,</li> <li>b) Each regulator's oxygen emergency lever is verified to be in the NORMAL or OFF position prior to each flight, and</li> <li>c) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>
	2) Passenger Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify oxygen supply is above minimum required before each departure.

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N			WAGTER WINNIWOW EQUITMENT	LIOI
AIRCRAFT:	B727-100/200				NO. 49a PAGE NO. 35-2	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Change Bar
35-04	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	<ul> <li>(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: <ul> <li>a) Required distribution of serviceable bottles is maintained throughout the aircraft, and</li> <li>b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.</li> </ul> </li> </ul>	
35-05	Passenger Oxygen System					
	1) Passenger and Combi Operations	В	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is not conducted where the minimum altitude enroute is above 14,000 feet MSL,</li> <li>b) Both air conditioning packs and all other components of the pressurization system operate normally,</li> <li>c) Maximum altitude does not exceed FL 250,</li> <li>d) Portable oxygen units for at least 10% of the passengers are provided, with each unit capable of delivering a minimum of 2 liters per minute for 30 minutes, and</li> <li>e) Passenger briefing procedures are modified to accommodate this operation.</li> </ul> </li> </ul>	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATION				IO. 49a	PAGE NO.				
Ŀ	3727-100/200		DATE: 06/29/2017 35-3							
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR ( NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Change			
35-05	Passenger Oxygen System (Cont'd)						Bar			
	2) Cargo Operations	В	1	0	oxygen suppl operations, m	erative provided a portable y sufficient for planned neeting the requirements of rule, is available for each				
		D	1	0	a) Assoc occup b) Any po series compa about	erative provided: siated seats are not sied, and erson(s) on that flight or s of flights in any artment is verbally informed the status of those ed seats.				
35-06	Protective Breathing Equipment (PBE)	D	-	-	14 CFR may	s of those required by be inoperative or removed tion placarding is removed				
35-07 ***	Servicing Panel Pressure Indicator	С	1	0	Crew Oxygen required per a	noperative provided n Pressure is checked as applicable servicing fter each service.				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 49 PAGE NO.	
	B727-100/200				6/06/2012 36-1	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
36. PNEUM/	A IIC	1	2	3	4	Chang
36-01	Manifold Isolation Shutoff Valves	1	2	3	4	Bar
	1) 727-100C Class "E" Cargo Configuration (Excluding 727-100QF)	С	2	1	(M) Left valve may be inoperative closed.	
		С	2	1	(M)(O) Right valve may be inoperative open provided No. 2 bleed air shutoff valve is installed and operating normally.	
	2) All Others (Excluding 727-100QF)	С	2	1	(M) One may be inoperative closed.	
		С	2	1	(M)(O) One may be inoperative open provided No. 2 bleed air shutoff valve is installed and operating normally.	
36-02	Ground Pneumatic Connector Check Valve	С	1	0	May be inoperative closed.	
	1) All Models Except 727-100C and 727-100QF Class "E" Cargo Configuration	С	1	0	<ul> <li>(O) May be inoperative open provided:</li> <li>a) The right isolation shutoff valve and engine No. 3 bleed air shutoff valve remains closed except for engine start,</li> <li>b) Right air conditioning pack remains OFF, and</li> <li>c) Altitude is limited to FL 250 or below.</li> </ul>	

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION	_			
AIRCRAFT:	B727-100/200	RE			IO. 49 PAGE NO. 36-2
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
36. PNEUM	ATIC				
Sequence No.	Item	1	2	3	4 Chang Bar
36-03	Precooler Temperature Control Systems				
	1) All Models Except 727-100QF	С	2	0	(M) May be inoperative provided cooling air modulating valve remains full open.
		С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated engine bleed remains OFF except for engine start, and</li> <li>b) AFM Configuration Limitations regarding use of No. 2 engine bleed for pack operation are observed.</li> </ul>
	2) 727-100QF	С	3	2	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Airplane is not operated in known or forecast icing conditions,</li> <li>b) Associated engine bleed valve remains closed after engine start, and</li> <li>c) AFM Configuration Limitations regarding use of No. 2 engine for pack operation is observed.</li> </ul> </li> </ul>
36-04	Precooler Systems				
	1) All Models Except 727-100QF	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Associated pod engine bleed remains closed after start, and</li> <li>b) AFM Configuration Limitations regarding use of No. 2 engine bleed for pack operation are observed.</li> </ul>
	2) 727-100QF	С	3	2	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Airplane is not operated in known or forecast icing conditions,</li> <li>b) Associated engine bleed valve remains closed after engine start, and</li> <li>c) AFM Configuration Limitation regarding use of No. 2 engine for pack operation is observed.</li> </ul>

AIRCRAFT:		ON REV	VISIO	N NC	O. 49 PAGE NO.	
	B727-100/200		DAT	E: 0	6/06/2012 36-3	
					E KEY	
SYSTEM &	17514	1. H			CATEGORY BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
W47387733	ATIO				4. REMARKS OR EXCEPTIONS	
36. PNEUM	Item	1	2	3	4	Chang
36-05	Pneumatic Duct	C	2	1		Bar
36-03	Pressure Indicating Systems		2	'	(O) One may be inoperative provided, in the case of a single pack operation, the duct pressure indicator associated with the working pack operates normally.	
36-06	Engine Bleed Air Shutoff Valves					
	1) 727-100C and 727-100QF Class "E" Cargo Configuration	С	-	-	(M) Engine No. 1 valve ONLY may be inoperative closed.	
	2) All Others	С	-	-	(M) One may be inoperative closed.	
36-07	Engine Bleed Air Trip-Off Lights	С	2	0	(O) One or both may be inoperative provided the associated engine bleed is not used except for engine start.	
	1) 727-100C Cargo Configuration	С	2	1	(O) Left light may be inoperative provided the associated engine bleed is not used except for engine start.	
	2) 727-100QF	С	3	2	(O) Left light only may be inoperative provided the aircraft is not operated in known or forecast icing conditions.	
36-08	DELETED				Moved to item 21-38.	
36-09	DELETED				Moved to item 21-39.	
36-10	Engine No. 2 High Temperature Warning System (All Except 727-100C and 727-100QF Class "E" Cargo Configuration)	С	1	0	(O) May be inoperative provided engine bleed is not used except for engine start.	

AIRCRAFT:	VIATION ADMINISTRATIO		/ כור	)NI N	REVISION NO. 49 PAGE NO.					
	B727-100/200		DATE: 06/06/2012 PAGE NO. 36							
		MM	EL T	ABL	E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH					
36. PNEUM	ATIC .				4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Chang				
36-11	Thirteenth Stage Bleed Air Modulating and Shutoff Valves (Engine 1 and 3)					Bar				
	1) All Except 727-200F and 727-100QF	С	2	0	(O) One or both may be inoperative closed.					
		С	2	1	(O) One may be inoperative open provided the associated engine bleed air shutoff valve is closed after engine start and not opened in flight.					
	2) 727-200F	С	2	1	(M) One valve may be inoperative closed.					
					NOTE: One pack may be inoperative provided it is associated with the inoperative valve.					
36-12	Manifold Isolation Shutoff Valves (727-100QF With TAY 651 Engines)									
	No. 1 Engine     Isolation Valve	С	1	0	(M) May be inoperative closed.					
	No. 2 Engine     Isolation Valve	С	2	1	(M) Left isolation valve only may be inoperative closed provided airplane is operated at FL 250 or below.					
		A	2	1	<ul> <li>(M) Left isolation valve only may be inoperative closed provided:</li> <li>a) Airplane is not operated in known or forecast icing conditions, and</li> <li>b) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>					

AIRCRAFT:	VIATION ADMINISTRATION				IO. 49	PAGE NO.	
	B727-100/200				6/06/2012	36-5	
					E KEY		
SYSTEM &		1. 1			CATEGORY BER INSTALL	ED	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
36. PNEUM	ATIC						
Sequence No.	Item	1	2	3	4		Chang Bar
36-13 ***	Twelfth Stage Shutoff Valve Open Lights (12 SOV OPEN) (727-100QF)	С	3	0			
36-14 ***	Engine Bleed Valve Open Lights (727-100QF)	D	3	0			
36-15	Twelfth Stage Bleed System (727-100QF With TAY 651 Engines)	С	3	0	provided: a) Airpla knowi condit b) All oth	nay inoperative closed  ne is not operated in n or forecast icing tions, and ner bleed components te normally.	
36-13	Twelfth Stage Shutoff Valve Open Lights (12 SOV OPEN) (727-100QF)	C	3	0			

FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	B727-100/200	RE'		_	IO. 49a PAGE NO. 6/29/2017 38-1
	B/2/-100/200				
SYSTEM & SEQUENCE	ITEM	_	REP	AIR (	LE KEY CATEGORY IBER INSTALLED
NO.	11 = 101			3. 1	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
38. WATER/	WASTE				
Sequence No.	Item	1	2	3	4 Change Bar
38-01	Potable Water Systems	С	-	-	<ul> <li>(M) Individual components may be inoperative provided: <ul> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> </li> <li>NOTE: Any portion of system which operates normally may be used.</li> </ul>
		С	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) System is drained, and</li> <li>b) Procedures are established to ensure that system is not serviced.</li> </ul>
38-02	Lavatory Waste Systems	С	-	-	<ul> <li>(M) Individual components may be inoperative provided:</li> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul>
					NOTE: Any portion of system which operates normally may be used.
	1) Lavatory Waste Systems (Including Wheelchair Accessible Lavatories Not Required by 14 CFR)	С	-	-	(M) Associated lavatory system(s) may be inoperative provided:  a) Associated components are deactivated or isolated to prevent leaks, and  b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER" (unless AFM door limitation requires the door to be secured in the open position).  NOTE: These provisions are not intended to prohibit inspections by crewmembers.
					(Continued)

LLC DEDAD	TMENT OF TRANSPORTA	TIO	<u> </u>				
	TMENT OF TRANSPORT <i>A</i> VIATION ADMINISTRATIO	_	N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	O. 49a	PAGE NO.	
	B727-100/200				6/29/2017	38-2	
		мм	FI T	ΔΒΙ	E KEY		
		_			CATEGORY		
SYSTEM &	ITEN 4				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. 1		UIRED FOR DISPATCH	
80000000000					4. REMARKS	OR EXCEPTIONS	
38. WATER/	WASTE				<del>,                                      </del>		
Sequence No.	Item	1	2	3	4		Change Bar
38-02	Lavatory Waste Systems (Cont'd)				(10)		
	2) Wheelchair Accessible Lavatories Required by 14 CFR	В	-		be inoperative a) Assoc deactir leaks, b) Assoc secure "INOP ENTE  NOTE: These intend	iated components are vated or isolated to prevent and iated lavatory door(s) is ed closed and placarded ERATIVE – DO NOT	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IST
AIRCRAFT:					O. 49a PAGE NO.	
	B727-100/200		DAT	E: 0	6/29/2017 46-1	
					E KEY	
SYSTEM &		1. F	$\overline{}$		DATEGORY BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.					4. REMARKS OR EXCEPTIONS	
46. INFORM	ATION SYSTEMS					
Sequence No.	Item	1	2	3	4	Change Bar
46-01 ***	Electronic Flight Bag Systems (EFBs)					
***	1) Class 3 EFB	С	-	-	(O) May be inoperative provided alternate procedures are established and used.	   
					NOTE: Any function, program, or document which operates normally may be used.	   
		D	-	0	May be inoperative provided procedures do not require its use.	 
***	2) Class 2 EFB					
	a) Data Connectivity	С	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	b) Power Connections	С	-	-	(O) May be inoperative provided alternate procedures are established and used.	   
		D	-	0	May be inoperative provided procedures do not require its use.	
	c) Mounting Device	С	-	-	(M)(O) May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	       
		D	-	0	(M)(O) May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	       
					(Continued)	

LLC DEDAD		TIO	\ I				
U.S. DEPAR	TMENT OF TRANSPORTA	411OI	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N					
AIRCRAFT:	3727-100/200	RE\			O. 49a 6/29/2017	PAGE NO. 46-2	
		ВЛВЛ			E KEY		
					CATEGORY		
SYSTEM &		''			BER INSTALL	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				• • •		OR EXCEPTIONS	
46. INFORMA	ATION SYSTEMS				1		
Sequence No.	Item	1	2	3	4		Change Bar
46-01 ***	Electronic Flight Bag Systems (EFBs) (Cont'd)						
***	3) Class 1 EFB						
	a) Power Connections	С	-	-		operative provided edures are established	
		D	-	0	May be inope do not require	rative provided procedures its use.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO					
AIRCRAFT:	3727-100/200	RE\			O. 49a 6/29/2017	PAGE NO. 47-1
	5/2/-100/200					47-1
					E KEY CATEGORY	
SYSTEM &		1. [			BER INSTALLI	=D
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH
NO.				(7.8 %		OR EXCEPTIONS
47. INERT G	AS SYSTEM					
Sequence No.	Item	1	2	3	4	Change Bar
47-01 ***	Nitrogen Generation System (NGS)	A	1	0	a) NGS s closed b) Repai	noperative provided: shutoff valve is deactivated d, and rs are made within ht days.
	1) Nitrogen Generation Performance	С	1	0		

ITEM  IE AUXILIARY POWER  Item  Auxiliary Power Unit  1) APU Pneumatic System  2) APU Generator  APU Exhaust Door System	ММ	DAT EL T	E: 0	IO. 49 6/06/2012  E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  4  May be inoperative provided procedures are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
Item Auxiliary Power Unit  1) APU Pneumatic System  2) APU Generator  APU Exhaust Door	1. F	2 1 1 1	3 0 0	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  May be inoperative provided procedures are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
Item Auxiliary Power Unit  1) APU Pneumatic System  2) APU Generator  APU Exhaust Door	1. F	2 1 1 1	3 0 0	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  May be inoperative provided procedures are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
Auxiliary Power Unit  1) APU Pneumatic System  2) APU Generator  APU Exhaust Door	C C	1 1	0 0	May be inoperative provided procedures are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
Auxiliary Power Unit  1) APU Pneumatic System  2) APU Generator  APU Exhaust Door	C C	1 1	0 0	May be inoperative provided procedures are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
Auxiliary Power Unit  1) APU Pneumatic System  2) APU Generator  APU Exhaust Door	C C	1 1	0 0	May be inoperative provided procedures are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
<ol> <li>APU Pneumatic System</li> <li>APU Generator</li> <li>APU Exhaust Door</li> </ol>	С	1	0	are not dependent upon its use.  (M)O) May be inoperative and the generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
System  2) APU Generator  APU Exhaust Door	С	1	0	generator used provided the APU bleed valve remains closed.  (O) May be inoperative and the pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
APU Exhaust Door		-		pneumatic source used provided the generator field relay remains open.  (O) May be inoperative provided:
	С	1	0	
				<ul> <li>a) APU door annunciator light operates normally,</li> <li>b) Speed is restricted to 250 KIAS if APU door annunciator light illuminates, and</li> <li>c) APU exhaust door is removed from the takeoff warning horn circuit by SB 49-25 or production equivalent.</li> </ul>
APU Annunciator Lights				
APU Exhaust Door Annunciator Light (APU)	С	1	0	<ul> <li>(M) May be inoperative provided before each departure the following is accomplished: <ul> <li>a) Visually verify that the exhaust door is closed flush with the wing surface,</li> <li>b) Visually verify in wheel well that door locking cams are locked, and</li> <li>c) Deactivate door actuator by pulling and collaring the actuator circuit breaker.</li> </ul> </li> </ul>
Louvered Exhaust     System APU Light	С	1	0	(M) May be inoperative provided the APU fuel shutoff valve located on the left wing rear spar is verified closed before each departure.
	Annunciator Light (APU)  2) Louvered Exhaust	Annunciator Light (APU)  2) Louvered Exhaust C	Annunciator Light (APU)  2) Louvered Exhaust C 1	Annunciator Light (APU)  2) Louvered Exhaust C 1 0

AIRCRAFT:	VIATION ADMINISTRATIO				O. 49 PAGE NO.	
l	B727-100/200		DAT	E: 0	6/06/2012 49-2	
					E KEY	
SYSTEM & SEQUENCE	EQUENCE ITEM			MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
	NE AUXILIARY POWER	1				l o
Sequence No.	Item	1	2	3	4	Chan Ba
49-03	APU Annunciator Lights (Cont'd)					
	3) APU Crank Light	С	1	0	(O) May be inoperative provided alternate procedures for verifying APU starter operation are established and used.	
	4) APU Bleed Light (727-200)	С	1	0	May be inoperative provided the aircraft is restricted to a single pack during ground operation.	
49-04	APU EGT Indicator	С	1	0	May be inoperative provided APU is considered inoperative.	
49-05	APU Cockpit Hourmeter	С	1	0		
49-06	APU Start Counter Meter	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 49a PAGE NO.				
	3727-100/200				6/29/2017 52-1	
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Chang
52-01	Aft Entry Door	С	1	0	May be inoperative closed in the all-cargo configuration.	Bar
52-02 *** 52-03	Forward Airstair  Aft Airstair	D	1	0		
	1) Passenger or Combi Configurations (Applies Only to 727-100, and 727-100 With 119 or Less Passengers, and 727-200)	С	1	0	<ul> <li>(M) or (O) May be hydraulically inoperative provided: <ul> <li>a) Stairs can be operated manually (including free fall extension),</li> <li>b) Stairs are manually stowed and locked after preflight inspection, and</li> <li>c) When main deck cargo is being loaded or unloaded while in the mixed configuration, airstair side struts are fully extended (locked) before enplaning or deplaning passengers.</li> </ul> </li> </ul>	
	2) Cargo Configurations (727-100C, 727-200F, and Other Cargo Conversations, STCs)	С	1	0	<ul> <li>(M) or (O) May be hydraulically inoperative provided: <ul> <li>a) Stairs can be operated manually,</li> <li>b) No persons are seated aft of cargo unless stairs will extend by free-fall,</li> <li>c) Stairs are manually stowed and locked after preflight inspections, and</li> <li>d) When main deck cargo is being loaded or unloaded, one of the following occurs: <ol> <li>Air stair side struts are fully extended (locked) using an alternate means, or</li> <li>A tail stand is installed, or</li> <li>An acceptable fueling and loading schedule, designed to prevent aircraft tipping, is utilized.</li> </ol> </li> </ul></li></ul>	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDFRAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIX.TTOTA / LONINTIOTA / TTO		VISIO	N NC	O. 49a PAGE NO.
- I	B727-100/200		DAT	E: 0	6/29/2017 52-2
_					E KEY
SYSTEM &		1. F			CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
52. DOORS					1
Sequence No.	Item	1	2	3	4 Change Bar
52-04	Door Warning Light System (Including Main Deck Cargo Door)	С	-	0	(M) May be inoperative provided door(s) are verified closed and locked.
52-05	Center Engine Duct Access Door Warning Light	С	1	0	(M) May be inoperative provided door is verified closed and locked.
52-06	AFT AIRSTAIR Warning Light System	С	1	0	One or both control station red lights may be inoperative when the airstair is in the DOWN and LOCKED position.
		С	1	0	One or both control station red lights may be inoperative with the airstair UP and locked provided the F/E panel amber AFT AIRSTAIR light operates normally.
		С	1	0	F/E panel amber AFT AIRSTAIR light may be inoperative provided:  a) Control station red light operates normally during airstair operation, and b) Control station red light extinguishes when locked UP.
		С	1	0	(O) F/E panel green AFT AIRSTAIR light may be inoperative.
	1) 727-100C, 727-200F, and 727-100, 727-200 Cargo Conversions (STCs) in Class "E" Configuration	С	1	0	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Door is deactivated closed,</li> <li>b) No persons, cargo handlers, or passengers are carried behind the cargo, and either:</li> <li>1) A tail stand is used for cargo loading and unloading, or</li> <li>2) An acceptable fueling and loading schedule, designed to prevent aircraft tipping, is utilized.</li> </ul> </li> </ul>

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTED MAINIMALIMA FOLUDMATNIT LICE	_		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	1		
AIRCRAFT:	3727-100/200		REVISION NO. 49a PAGE NO. 52-3					
		ММ	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	REPAIR CATEGORY     NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH						
52. DOORS					4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Char	nge		
52-07	Aft Airstair Pneumatic	C	1	0	Ва	ar		
***	Emergency Extension System				<ul> <li>a) Boeing SB 52-60 or production equivalent has been incorporated,</li> <li>b) Passengers are limited to 119 persons, and</li> <li>c) Mixed passenger/cargo operations are prohibited.</li> <li>NOTE: Not required for all-cargo operations.</li> </ul>			
52-08	FWD Cabin Door Pressure Stop Fittings	С	18	17	<ul> <li>(M)(O) Either the upper aft fitting or the fifth-from-top forward fitting may be broken or missing provided: <ul> <li>a) No visible defects on other fittings for the associated doors can be found,</li> <li>b) Auto pressurization controller operates normally and is used, and</li> <li>c) Pressure differential does not exceed 6.8 psi.</li> </ul> </li> <li>NOTE: Not required for all-cargo operations.</li> </ul>			
52-09	Aft Airstair In-Flight Security Mechanism	A	1	0	<ul><li>(M) May be inoperative unlocked or missing provided operations are limited to 3 flight days before repair is made.</li><li>NOTE: Not required for all-cargo operations.</li></ul>			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 49a PAGE NO.	
[	3727-100/200		DAT	E: 0	06/29/2017 52-4	
					LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS				Н
52. DOORS						
Sequence No.	Item	1	2	3	4	Change Bar
52-10	Lower Cargo Door Pressure Stop Fittings	Α	-	1	<ul> <li>(M) One may be broken or missing of each cargo door or frame provided: <ul> <li>a) There are no visible defects of the other fittings for the associated door,</li> <li>b) Auto pressurization controller operates normally and is used on the completion of made before completion of repairs or replacements, and</li> <li>d) Adjacent stop fittings are inspected within 25 landings.</li> </ul> </li> </ul>	n d,
		С	-	-	Two may be broken or missing on an cargo door or frame provided the airplane is operated in an approved unpressurized configuration only.	У
52-11	Entry/Service Door Hold Open Latch Assembly	С	-	0	May be inoperative for all-cargo operations.	
	1) Latch Release Lever	С	-	0	May be inoperative for passenger or cargo operations.	
52-12	Main Deck Cargo Door Electric Hydraulic Pump (Including AEI STC SA1368SO and SA1797SO)	A	1	0	May be inoperative provided:  a) Manual hand pump is designed to perform the exact same function as the electric pump (i.e., provide cargo door system hydraulic pressure only),  b) Manual and hand pump operations in accordance with accepted procedures, and  c) Repairs are made within 120 days.	em
	Main Deck Cargo     Door Electrical     Control     (OPEN/CLOSE)	С	1	0	(M) May be inoperative provided alternate procedures for opening and closing cargo door are established ar used.	
52-13 ***	Cockpit Door Hinge Pin Emergency Release Cables (STC)	С	-	0	(O) May be broken or missing provide alternate procedures for abnormal access and egress are established.	ed

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			LICT		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIOI		
AIRCRAFT:	3727-100/200	RE\	REVISION NO. 49a PAGE NO. 52-5					
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
52. DOORS								
Sequence No.	Item	1	2	3	4	Change Bar		
52-14 ***	Flight Deck Door Lock System (Not 14 CFR § 25.795 Compliant)	Α	1	0	May be inoperative provided:  a) Flight is conducted in an all-cargo configuration, and b) Repairs are made prior to the completion of the next heavy maintenance visit.			
	1) Manual Lock	С	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.			
					NOTE: This relief applies only to SFAR 92 compliant doors.			
	2) Electric Lock	С	1	0	May be inoperative provided flight deck door can be locked and unlocked manually by flightcrew member.			
52-15 ***	Main Cabin Cargo Door Warning Light System (STC ST01270CH, STC ST01438CH, and STC ST02128CH)							
	1) Cargo Door Warning Lights (A and B)	С	2	1	<ul> <li>(O) One (A or B) may be inoperative provided: <ul> <li>a) Cargo Door and Vent Door are verified closed and locked,</li> <li>b) Vent door actuator flag is properly positioned, and</li> <li>c) Cargo Door In-Transit light operates normally.</li> </ul> </li> <li>NOTE: Vent Door Warning light may be illuminated.</li> </ul>			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 49a DATE: 06/29/2017				PAGE NO.
	B727-100/200					52-6
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (	.E KEY CATEGORY BER INSTALLE NUMBER REQI	ED UIRED FOR DISPATCH
200020000000000000000000000000000000000					4. REMARKS	OR EXCEPTIONS
52. DOORS	T		_		Τ.	Ch
Sequence No.	Item	1	2	3	4	
52-15 ***	Main Cabin Cargo Door Warning Light System (STC ST01270CH, STC ST01438CH, and STC ST02128CH) (Cont'd)					
	2) Cargo Door In-Transit Light	С	1	0	a) Cargo verified b) Vent D proper c) Cargo	operative provided: Door and Vent Door are d closed and locked, Door actuator flag is rly positioned, and Door A and B Warning ystems operate normally.
	3) Vent Door Warning Light	С	1	0	a) Cargo verified b) Vent D proper c) Cargo light sy and d) Cargo	operative provided: Door and Vent Door are d closed and locked, Door actuator flag is rly positioned, Door A and B Warning ystems operate normally, Door In-Transit light les normally.
52-16	Main Cabin Exits/Slides (All-Cargo Configuration)	В	-	1	L1 may be incoperates norm	operative provided R1 nally.
		В	-	1	R1 may be incoperates norm	operative provided L1 nally.
		В	-	0	a) Only e includi observ the flig	rative provided: essential crewmembers, ng official observer in the vers seat, are allowed on ght, and ernate means of egress is ole.
		С	-	0		e cargo area except L1/R1 rative without restriction.

AIRCRAFT:	B727-100/200	REVISION NO. 49a PAGE NO. 52-7					
	B121 100/200	ММ			LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REPA	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
52. DOORS		1		1		T a :	
Sequence No.	Item	1	2	3	4	Cha Ba	
52-17 ***	Main Cargo Door Sequence Valves (STC SA1767SO)	В	3	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve(s) failed in the closed position,</li> <li>b) Associated door warning system operates normally,</li> <li>c) Door is operated using manual procedures, and</li> <li>d) Door is verified closed and locked prior to each flight.</li> </ul>		
52-18 ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR § 25.795 Compliant)						
	Automatic Locking     System	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic locking system is deactivated,</li> <li>b) Door deadbolt operates normally and is used to lock the door, and</li> <li>c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.</li> </ul>		
	a) LED Crew Indicator	С	1	0	(O) May be inoperative provided alternate procedures are established and used.		
	b) Flight Deck Door LOCK Fail Light	С	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.		
	Flight Deck Door     Panel Pressure     Relief Latches	A	2	0	May be inoperative in the latched position provided repairs are made within 2 flight days.		
	3) Deadbolt	В	1	0	May be inoperative provided automatic lock controls operate normally.		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 49a PAGE NO.	
	3727-100/200				6/29/2017 52-8	
		_			.E KEY Category	
SYSTEM & SEQUENCE NO.	ITEM			NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
52. DOORS					4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change Bar
52-19 ***	Dugan Air Enhanced Flight Deck Door (STC ST01444LA) (14 CFR § 25.795 Compliant)					
	1) Deadbolt Locks	С	2	1	One may be inoperative provided remaining deadbolt operates normally.	
	Flight Deck Door     Panel Pressure     Relief Latches	A	2	0	May be inoperative in the latched position provided repairs are made within 2 flight days.	
52-20 ***	Main Deck Side Cargo Door (STC SA1368SO and SA1797SO)					
	1) Latch Pin, Latch Base, Latch Hook, and Lower Jamb Fitting	A	7	6	<ul> <li>(M)(O) One may be broken or missing provided: <ul> <li>a) A visual check is made before each departure that remaining latch pins, bases, hooks, and lower jamb fittings are not damaged,</li> <li>b) The broken/missing latch pin, base, hook, or lower jamb fitting does not interfere with operation of the remaining latches, pins, hooks, or lower jamb fittings,</li> <li>c) Flight is operated in an unpressurized configuration,</li> <li>d) Main deck cargo compartment remains empty, and</li> <li>e) Repairs are made within two flights.</li> </ul> </li> </ul>	

U.S. DEPAR	ТМЕ	NT OF TRANSPORT	ATIOI	N				
				-		MASTE	R MINIMUM EQUIPMENT	LIST
	VIAT	TION ADMINISTRATION		//01/	N I N I	0.40	DAGENO	
AIRCRAFT:	3727	7-100/200	KE			O. 49 6/06/2012	PAGE NO. 56-1	
			ММ			E KEY		
						CATEGORY		
SYSTEM & SEQUENCE		ITEM				BER INSTALL	ED	
NO.		ITEM			3. N		UIRED FOR DISPATCH	
80000000						4. REMARKS	OR EXCEPTIONS	
56. WINDOW	1		1	1		ı		Change
Sequence No.	Item		1	2	3	4		Bar
11-01 ***	Wi En	ot's Left Sliding indow External nergency Opening estem						
	1)	Passenger Configuration	С	1	0			
	2)	Cargo Configuration	С	1	0		rative provided an d bulkhead, or equivalent, stalled.	
			С	1	0		rative provided main cargo remains empty.	

AIRCRAFT:	VIATION ADMINISTRATION		/ISIC	N NC	O. 49 PAGE NO.	
	B727-100/200				6/06/2012 73-1	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
73. ENGINE	FUEL AND CONTROL				4. NEMARKO OK EXCELLIONO	
Sequence No.	Item	1	2	3	4	Chan
73-01	DELETED					_ Du
73-02	Fuel Filter Heater System	С	3	0	(M)(O) May be inoperative provided:  a) Fuel temperature is maintained at or above 32 degrees F (0 degrees C), and  b) Associated fuel deicing air valve is deactivated closed.	
73-03	Fuel Heat Valve Lights	С	3	2	<ul> <li>(O) One may be inoperative provided:         <ul> <li>a) The associated valve operates normally prior to each flight, and</li> <li>b) Oil temperature gauge is monitored during flight.</li> </ul> </li> </ul>	
73-04	Fuel Filter Differential Pressure Warning Systems	С	3	2	(O) One may be inoperative provided heater system operates normally.	
73-05 ***	APR System	D	1	0	(O) May be inoperative provided:  a) System is deactivated, and b) Operations are conducted in accordance with AFM.	
73-06 ***	Engine Fuel Shutoff Valve Start Lever Switches	D	3	0	(M) May be inoperative provided F/E fuel shutoff switches are installed and operating normally.	
73-07	Fuel Flow Meters	С	3	2	One may be inoperative provided:  a) N <sub>1</sub> , N <sub>2</sub> , and EPR gauges for the associated engine operate normally, and b) The associated fuel quantity gauges operate normally.	
73-08 ***	Fuel Used Gauges	D	3	0		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	O. 49	PAGE NO.	
	B727-100/200		DAT	E: 0	6/06/2012	73-2	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS		QUIRED FOR DISPATCH			
	FUEL AND CONTROL	1 .			T .		Chan
Sequence No.	Item	1	2	3	4		Bar
73-09	Dual Datum Idle Control System (727-100QF With TAY 651 Engines)	С	3	0	provided:  a) Anti-S norma b) For op 110,0 V Spe	Skid System operates ally, and perating weights of 100 lbs. and below, use eeds and Field Length red for 110,000 lbs.	
73-10	Fuel Low Pressure Lights (TAY 651 Engines)	С	3	2	a) Associand b) Association difference	be inoperative provided: ciated Engine (tank) fuel pumps operate normally, ciated engine fuel filter ential pressure warning operate normally.	
73-11	Approach Idle Functions (Valsan B727-100/200RE Only)	C	2	1	one engine p	pe inoperative on provided any appropriate mance Limitations are	

AIRCRAFT:	VIATION ADMINISTRATIO B727-100/200		VISIO DAT	PAGE NO. 74-1			
	3/2/ 100/200	DADA			.E KEY	771	
#1000 (Marco Marco )					CATEGORY		
SYSTEM &			2. NUMBER INSTAL			ED	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
NO.				100000	4. REMARKS	OR EXCEPTIONS	
74. IGNITION	l						
Sequence No.	Item	1	2	3	4		Char Ba
74-01	High Energy Ignition Systems (Three Twin 20-Joule Systems or Three Dual 18-Joule Systems)	С	6	3	One system of inoperative.	on each engine may be	•
74-02	Low Energy Ignition Systems	С	3	0	provided swite	may be inoperative ching is available to select igh energy continuous	
74-03	High Energy Ignition Systems (Three Twin 10-Joule Systems) (727-100QF)	C	6	5			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	<u>N_</u>				
AIRCRAFT:	3727-100/200	RE\			IO. 49 6/06/2012	PAGE NO. 77-1
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		UIRED FOR DISPATCH
77. ENGINE	INDICATING				4. REMARKS	OR EXCEPTIONS
Sequence No.	Item	1	2	3	4	Change
77-01	Engine Pressure Ratio Systems	•		3	7	Bar
	1) All Models Without STCs ST00555SE, ST00399SE, or ST00448SE	A	3	2	a) Before gauge indicate b) N <sub>1</sub> , N <sub>2</sub> associ norma c) Appropersurves d) Assume thrust e) 727-10 AFM persurves d) AFM persurves d) Assume thrust e) 727-10 AFM persurves d) AFM	be inoperative provided:  the loss of the EPR  all associated engine tions were normal, and fuel flow meter on the fated engine operate ally, priate N <sub>1</sub> thrust setting are available, ned temperature reduced is not permitted, OQF, apply appropriate performance corrections, tions are limited to not than 3 flight days before is made.
	2) All Models With STCs ST00555SE, ST00399SE, or ST00448SE	A	3	2	a) Before gauge indicate b) N <sub>1</sub> , N <sub>2</sub> associ norma c) Appropropropropropropropropropropropropro	nay be inoperative provided:  e the loss of the EPR  a, all associated engine tions were normal,  and fuel flow meter on the stated engine operate ally, priate N <sub>1</sub> thrust setting are available, ned temperature reduced is not permitted, DOQF, apply appropriate performance corrections, iated EPR indicator circuit for is pulled if engine No. 1 3 indicator is inoperative fallowed if there is a fate circuit breaker for the indicator),
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDEDAL A	VIATION ADMINISTRATIO	M			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	IO. 49 PAGE NO.
I	3727-100/200		DAT	E: 0	6/06/2012 77-2
					E KEY
SYSTEM &		1. 1			CATEGORY BER INSTALLED
SEQUENCE	ITEM	3. NUMBER REQUIRED FOR DISPATCH			
NO.				0000	4. REMARKS OR EXCEPTIONS
77. ENGINE	INDICATING	1	1	1	To:
Sequence No.	Item	1	2	3	4 Change Bar
77-01	Engine Pressure Ratio Systems (Cont'd)				
	2) All Models With STCs ST00555SE, ST00399SE, or ST00448SE (Cont'd)				<ul> <li>g) Takeoff is not made with flaps in the 25 degree position if engine</li> <li>No. 1 or No. 3 indicator is inoperative, and</li> <li>h) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>
	<ol> <li>Digital Indicator (All Models)</li> </ol>	С	3	0	
	4) EPR Bug (All Models)	A	3	2	One may be inoperative provided operations are limited to not more than 3 flight days before repair is made.
77-02	N₁ Tachometers	В	3	2	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) EPR, N<sub>2</sub>, and fuel flow meters on the associated engine operate normally, and</li> <li>b) APR System is not required for takeoff performance.</li> </ul>
***	1) Digital Indicators	С	3	0	
77-03	N₂ Tachometers	В	3	2	<ul> <li>(O) One may be inoperative provided:</li> <li>a) EPR, N<sub>1</sub>, and fuel flow indicators for the associated engine operate normally, and</li> <li>b) An alternate starting procedure is used.</li> </ul>
***	1) Digital Indicators	С	3	0	
77-04	DELETED				Moved to item 73-7.
77-05	EGT Gauges				
***	Over Temperature     Warning Lights     (Amber)	D	3	0	

SYSTEM & SEQUENCE NO.  1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS  77. ENGINE INDICATING	AIRCRAFT:					IO. 49	PAGE NO.	
SYSTEM & SEQUENCE NO.  ITEM SEQU		B727-100/200		DAT	ΓΕ: 0	6/06/2012	77-3	
Item	SEQUENCE	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FO		UIRED FOR DISPATCH		
77-06 ****  Vibration Indicating System  C 1 0 May be inoperative unless required by maintenance procedures.  77-07  Engine Failure Detection Lights  C 2 0 (O) May be inoperative provided:  a) APR System is not used, and b) AFM performance data and procedures are observed.  77-08  DELETED  Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines)  1) Digital Indicators  C 3 0  77-11  Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  77-12  Engine Idle Lights  C 3 2	77. ENGINE	INDICATING	·		,			
*** System  77-07 Engine Failure Detection Lights  C 2 0 (O) May be inoperative provided: a) APR System is not used, and b) AFM performance data and procedures are observed.  77-08 DELETED  77-09 DELETED  77-10 Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines) 1) Digital Indicators  C 3 0  77-11 Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  77-12 Engine Idle Lights  C 3 2	Sequence No.	Item	1	2	3	4		Chang Bar
Detection Lights  a) APR System is not used, and b) AFM performance data and procedures are observed.  77-08  DELETED  Moved to item 73-5.  Moved to item 73-8.  77-10  Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines)  1) Digital Indicators  C 3 0  77-11  Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  77-12  Engine Idle Lights  C 3 2		•	С	1	0			
77-09 DELETED  Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines)  1) Digital Indicators  C 3 0  77-11 Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  C 3 2  Moved to item 73-8.  Moved to item 73-8.	77-07		С	2	0	a) APR S b) AFM	System is not used, and performance data and	
77-10 Turbine Gas Temperature Gauges (TGT) (TAY 651 Engines)  1) Digital Indicators  C 3 0  77-11 Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  C 3 2	77-08	DELETED				Moved to iten	n 73-5.	
Temperature Gauges (TGT) (TAY 651 Engines)  1) Digital Indicators  C 3 0  77-11 Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  C 3 0  Switch select function may be inoperative.	77-09	DELETED				Moved to iten	n 73-8.	
77-11 Engine Overheat Warning Light Bright/Dim Switch (727-100QF)  C 1 0 Switch select function may be inoperative.	77-10	Temperature Gauges (TGT)						
Warning Light Bright/Dim Switch (727-100QF)  Tr-12 Engine Idle Lights  C 3 2		1) Digital Indicators	С	3	0			
	77-11	Warning Light Bright/Dim Switch	С	1	0		function may be	
	77-12		С	3	2			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MASTE	R MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO	<u>N_</u>			IVIAO I E	UNIINIIVIOWI EQUIFIVIENT EIST
AIRCRAFT:	B727-100/200	RE\			IO. 49 6/06/2012	PAGE NO. 78-1
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS
78. ENGINE	EXHAUST				4. INDIVINIO	ON EXCELLIONS
Sequence No.	Item	1	2	3	4	Change Bar
78-01	Thrust Reversers					Dai
	1) B727-100/200 Only	С	3	2	a) There revers advers airplar b) A proc determ revers	be inoperative provided: is no damage to the thrust er system that would sely affect operation of the ne, and cedure is established to nine the related thrust er is locked in the closed rd thrust) position.
	2) Valsan B727-100/200RE Only	С	2	1	a) There revers advers airplan b) No ext c) The re ACCU deactive d) A proceed determing revers	be inoperative provided: is no damage to the thrust er system that would sely affect operation of the ne, ternal leakage exists, espective THRUST REV. IM. LOW PRESS light is vated, and cedure is established to nine the related thrust er is locked in the closed rd thrust) position.
	3) B727-100QF	С	2	1	RTO for System Spoile inoper  (M) One may a) There revers advers airplant b) No ext c) A proof determine revers	be inoperative provided: is no damage to the thrust er system that would sely affect operation of the
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MAGTE		LIOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT	LIO I
AIRCRAFT:	B727-100/200				IO. 49 6/06/2012	PAGE NO. 78-2	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
78. ENGINE	EXHAUST						
Sequence No.	Item	1	2	3	4		Change Bar
78-01	Thrust Reversers (Cont'd)						
	4) B727-100/200 With Quiet Wing System STCs ST00488SE or ST00507SE	С	2	1	a) There revers advers airplar b) A production determines	be inoperative provided: is no damage to the thrust ser system that would sely affect operation of the ne, and cedure is established to mine that the related thrust ser is locked in the closed and thrust) position.	
78-02	Thrust Reversers Operating Lights						
	1) B727-100/200 Only	С	3	0	a) There revers advers airplar b) A production revers	is no damage to the thrust ser system that would sely affect operation of the ne, and cedure is established to nine the related thrust ser is locked in the closed and thrust) position.	
	2) Valsan B727-100/200RE, B727-100QF and Airplanes With STCs ST00488SE or ST000507SE	С	2	0	a) There revers advers airplar b) A production revers	noperative provided: is no damage to the thrust ser system that would sely affect operation of the ne, and cedure is established to mine the related thrust ser is locked in the closed and thrust) position.	
78-03	Thrust Reverser In Transit Lights						
	1) B727-100/200 Only (Excluding B727-100QF)	С	3	0			
	2) Valsan B727-100/200RE Only	С	2	0			

AIRCRAFT:	VIATION ADMINISTRATIC B727-100/200				O. 49 6/06/2012	PAGE NO. 78-3	
	B121-100/200	BABA			ABLE KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
78. ENGINE	EXHAUST				4. NEWANN	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4	CI	
78-04	Thrust Reverser Accumulator Pressure Indicator (Valsan B727-100/200RE Only)	С	2	0	provided: a) No ex b) Respe	ternal leakage exists, and ective THRUST REV. JM. LOW PRESS light(s) te normally.	
78-05	Thrust Reverser Accumulator Lights (Valsan B727-100/200RE Only)	С	2	0	provided: a) No ex b) Resperance	ternal leakage exists, and ective thrust reverser nulator pressure tor(s) operate(s) normally re checked before each ture.	

U.S. DEPAR	TMENT OF TRANSF	PORTATIO	N		MASTE	R MINIMUM EQUIPMENT	LICT
FEDERAL A	VIATION ADMINIST	RATION			IVIASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT: B727-100/200			REVISION NO. 49 PAGE NO.			PAGE NO. 79-1	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY     2. NUMBER INSTALLED     3. NUMBER REQUIRED FOR DISPATCH				
70 ENGINE	Oll				4. REMARKS	OR EXCEPTIONS	
79. ENGINE					T.		Change
Sequence No.	Item	1	2	3	4		Bar
79-01	Oil Quantity Indicat  1) All Models Exce 727-100QF		3	2	a) Assoc maxim	be inoperative provided: iated oil tank is filled to num recommended	
					b) There norma leakag c) Assoc warnir and oi	ity before each refueling, is no evidence of above al oil consumption or ge, and iated low oil pressure ng light and oil temperature I pressure indicators te normally.	
	2) 727-100QF	С	3	0	a) It is ve oil tan flight b alterna consid b) It is ve is not	rioperative provided: erified that the associated k level is adequate for the peing planned, including ate planning derations, and erified that the oil tank level more than 2 quarts low e each refueling.	
					TAY 6	il quantity indicators on the 51 engines are not tive in flight.	
	3) Oil Quantity Indicator Test Feature (All Models)	C	1	0	a) Oil qua each f service b) There norma leakag c) Engine lights	is no evidence of above all oil consumption or ge, and e low oil pressure warning and oil temperature and oil ure indicators operate	

FEDERAL AVIATION ADMINISTRATIO AIRCRAFT: B727-100/200			REVISION NO. 49 DATE: 06/06/2012			PAGE NO. 79-2	
	B121-100/200	BABA				19-2	
80-00 PROCESS 15-14 - 33-94-00 PROCESS					E KEY CATEGORY		
SYSTEM &		'''		ED			
SEQUENCE	ITEM			3. NUMBER REQUIRED FOR DISPATCH			
NO.					4. REMARKS OR EXCEPTIONS		
79. ENGINE	OIL						
Sequence No.	Item	1	2	3	4	Cho E	
79-02	Oil Filter Bypass Warning Lights	С	3	2	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Malfunction is in the warning system, and</li> <li>b) Associated main oil screen is inspected for presence of contaminants at least every 12 hours.</li> </ul>		
79-03	DELETED						
79-04	Oil Low Pressure Warning Lights	В	3	2	the associate	be inoperative provided and engine oil pressure, oil and oil quantity indicators hally.	
79-05	DELETED						
79-06 ***	Engine Oiler System (STC SA 1327SO)	C	1	0		noperative provided rmal) procedures are and used.	

AIRCRAFT					O. 49 PAGE NO.				
B727-100/200			DATE: 06/06/2012 80-1						
					E KEY				
SYSTEM 8					EPAIR CATEGORY  2. NUMBER INSTALLED				
SEQUENCE	ITEM		2. 1	NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS					
NO.									
80. START	ING	,	,						
Sequence No.	Item	1	2	3	4	Chan Ba			
80-01 ***	Starter Valve Open Lights								
	1) All Models Except 727-100QF	С	3	0	(O) May be inoperative provided the Start Valve Arming System is installed and operating normally.				
	2) 727-100QF	A	3	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Associated start valve is verified closed after engine start, and</li> <li>b) Operations are limited to not more than 3 flight days before repair is made.</li> </ul>				
80-02 ***	Engine Starter Auto Cutout System								
	1) All Models Except 727-100QF	С	3	0	(O) May be inoperative provided associated start switch is manually selected OFF at 40% N <sub>2</sub> RPM.				
	2) 727-100QF	С	3	0	(O) May be inoperative provided associated start switch is manually selected OFF at 42% N <sub>2</sub> RPM.				
80-03	Starter Valves	С	3	0	(M)(O) May be inoperative provided alternate starting procedures are established and used.				
80-04 ***	Start Valve Arming System	С	1	0	(O) May be inoperative provided Starter Valve Open Lights are installed and operating normally.				